International Civil Aviation Organization

11 Sep 2026

REPORT

FREQUENCY SPECTRUM MANAGEMENT PANEL (FSMP)

Twenty Third Working Group Meeting

Lima, Peru, 31 August – 11 September 2026

WORKING GROUP REPORT

1. AGENDA ITEM 1 - OPENING AND WORKING ARRANGEMENTS

1.1. The 23rd working group meeting of the Frequency Spectrum Management Panel (FSMP-WG/23) was held from 31 August to 11 September 2026. This meeting was held in person at the ICAO South American (SAM) Office in Lima, Peru, with a partial hybrid capability meeting broadcasting for the registered remote listeners.

1.2. Mr. Andrew Roy, the Chairperson of the FSMP and the rapporteur of FSMP-WG/23, opened the meeting. Mr. Christian Fleury was the Vice-Chairperson of the FSMP. Ms. Mie Utsunomiya, technical officer (TO) CNS, ICAO Headquarters, acted as Secretary. She was assisted by Mr. Javier Vittor, Regional Officer CNS of the SAM Office, by Ms. Mayda Avila, Regional Officer CNS of NACC Office and by Ms. Natalia Robles Lopez, TO CNS of ICAO Headquarters.

1.3. Mr. Roy welcomed the group and provided introductory remarks and meeting information. He expressed appreciations to participants for their active contributions to the FSMP-WG/23 meeting and to the regional participants as well as to SAM office for hosting the meeting.

1.4. The meeting was held in English with interpretations. After the opening of the meeting the agenda was approved by the meeting. The agenda is contained in **Appendix A**.

1.5. **Agenda review and document attribution**

1.5.1. The list of papers submitted for consideration by FSMP-WG/23 is contained in **Appendix B**. The list of participants is provided in **Appendix C**.

1.5.2. The material in this report is organized by meeting agenda item number and does not necessarily reflect the order of discussions. Actions captured during discussions are shown in **Appendix D**, together with the status of prior-meeting(s) actions.

1.5.3. Before the main session of FSMP WG/23, a regional workshop was held for the ICAO SAM, CAR and NAM States. The Workshop briefed on the status of the current ICAO position and work for the ITU-R WRC-27. A summary report of the Workshop is included in **Appendix E**.

1.5.4. IP01 provided details on the FSMP website and how to use it, and then IP02 presented the recently approved “Guidance for Panels of the Air Navigation Commission”, attached in the Appendix. The guidance consolidates existing panel-related procedures and reference

material into a single resource for ANC Panels and Working Groups. The meeting noted the material.

1.6. Status of tasks identified on Job Cards

1.6.1. No material was presented for this item. The meeting was informed that several updates to the existing job cards may be required at the next panel meeting, which includes accommodating an element of development of the spectrum strategy assigned by the 14th Air Navigation Conference. Accordingly, an action (**ACTION ITEM 23-01**) was assigned to the FSMP members to request contributions for the next meeting for relevant Job Card updates, specifically for inclusion of needed actions on FSMP Job Card 001 and noting the action from the AN Conf 14 captured in **Flimsy02** for the assessment of the risks and limitations of offloading safety traffic to non-safety commercial links.

1.7. FSMP timeline for activities

1.7.1. WP01 provided brief updates from the Panel Secretary on FSMP related activities, including the ICAO WRC-27 Position, the ICAO Spectrum Handbook (Doc. 9718), and Radio Altimeter SARPs. WP01 included the proposed future meeting schedule and requested a decision from the FSMP regarding the timing of the next panel meeting (FSMP/4), to be held at ICAO Headquarters in Montréal. The meeting agreed to convene FSMP/4 from 1 to 12 February 2027, including FSMP WG/24, with a more detailed schedule to be provided to FSMP members in due course.

1.8. Reports from related meetings

1.8.1. WP03 provided information related to the ICCAIA Wake Energy Retrieval (WER) submission and its progression through the ICAO Standardization Roadmap process. It summarized the ANC decision to designate FSMP, along with other expert groups, to participate in the Step 7 evaluation process and outlines the associated evaluation framework. While the exact means of communication had yet to be agreed, it was understood that the transmission would be performed using the TCAS crosslink, thus impacting the L-Band spectrum. A meeting for the chairpersons of those designated expert groups including FSMP was planned on the 14th Sep 2026 to give more details, though the FSMP WG supported involvement of the other relevant technical panels as needed. The paper was noted.

1.8.2. IP12 provided an overview of the platform established to enable Panel members, advisers and official observers to access material developed by standards-making organizations (SMOs). The platform supports the work of the Panel and facilitates reference to such material in the development of ICAO provisions. The paper was noted.

2. AGENDA ITEM 2 - ICAO POSITION FOR WRC-27 – FSMP.002.02

2.1. Working Papers WP12, WP21, WP22, and WP28 provided updates to the ICAO WRC-27 Position. They were combined into a single document and reviewed by the membership, resulting in **Flimsy01**. This document would be carried forward to FSMP WG/24 as the basis for further inputs and eventual agreement.

2.2. WP08 provided a one-page briefing on WRC-27 Agenda Item 1.18, proposing its content and format. The meeting appreciated the content, and encouraged others to provide input as contained in the previous **ACTION ITEM 22-01.**

3. AGENDA ITEM 3 - DEVELOPMENT OF MATERIAL FOR ITU-R STUDIES – FSMP.003.02

3.1. 3a Material for WRC-27 agenda items

3.1.1. WP02 provided information on the ongoing ITU-R WP 4C studies related to WRC-31 Preliminary Agenda Item 2.9 concerning possible new RNSS allocations in portions of the 5 GHz band. Given the potential implications for aeronautical systems, the WP emphasized the importance of continued aviation participation in the ITU-R study process. WP20 provided further information and proposed a liaison statement to ESA on the subject given ongoing discussions at the ITU. Both WPs created significant discussion within the meeting, with multiple concerns raised on the current WP4C work and how ICAO could best represent these issues to those entities. As a result, Annex A to WP20 was used as the basis for a proposed ICAO Electronic Bulletin (**Flimsy03**) that could be sent by ICAO to relevant organizations as needed (**ACTION ITEM 23-02**). It was also strongly recommended that the FSMP membership coordinate internally within their own national processes to raise the concerns expressed and reinforce ICAO's position.

3.1.2. IP08 discussed the prospect of a global aeronautical mobile-satellite (route) service (AMS(R)S) allocation supporting the 978 MHz Universal Access Transceiver (UAT) data link used for Automatic Dependent Surveillance–Broadcast (ADS-B) and Flight Information Service–Broadcast (FIS-B). The paper argued that extending to UAT the satellite-reception model established for 1090 MHz ADS-B and adding satellite transmission of UAT FIS-B data to aircraft and unmanned aircraft systems would be beneficial to aviation. While most members expressed support for considering this new agenda item, particularly the aspect related to the reception of UAT signals, they also raised concerns regarding the potential transmission of UAT FIS-B from satellites, its impact on existing UAT use cases, and the potential for interference with DME frequency bands. The meeting noted the information presented and agreed to continue discussions on this topic, together with the development of an ICAO position, at the FSMP WG/24 meeting.

3.1.3. IP09 summarized the outcomes of the recent ITU-R Working Party 4C meeting focused exclusively on WRC-27 Agenda Item 1.13, including current CPM methods that could create issues for ICAO systems. The meeting broadly agreed with it recommendations that aviation ensure participation and recognize the potential risks of some of the proposals within the ITU. The IP was noted.

3.2. 3b Non-WRC material for the ITU

3.2.1. WP26 identified the questions, evidence and reviews that might need to be addressed should it be required to introduce an X% allowance for a specific aeronautical system. It argued that in the absence of sufficient evidence, the protection criterion should apply without such an allowance. There were multiple comments raising during the presentation, expressing concerns about the implementation of such a concept if it was required at the ITU. It was reiterated in the meeting that the common aviation position was that protection criteria should not generally be categorized by a time allowance, and while the paper was appreciated, it was deemed premature to formally begin consideration given the outstanding discussions at the ITU. The WP was noted.

3.2.2. WP25 reviewed the progress achieved to date on the relationship between the ongoing ITU-R activities and the ICAO aircraft-side operational scenario concept. It highlighted the benefits of maintaining a complementary and parallel aviation-focused within FSMP and identified principles and considerations for further development. The paper also proposed to continue the work through the Handbook Correspondence Group, with a view to progressively developing an aviation-reviewed aircraft-side operational scenario reference for future sharing and compatibility studies. It was broadly agreed on the need to incorporate operational requirements of

ICAO systems into the ICAO Spectrum Handbook. Therefore, the work was passed to the Handbook-CG to continue to develop proposals, that could then be sent to the relevant ICAO operational panels to validate the material as it became available.

3.2.3. WP27 proposed a structured review of Report ITU-R M.927-2, last revised in 1990, to help preserve these valid principles and consider how their presentation and supporting material could be improved to support their clear and consistent ITU-R compatibility studies. The review would also identify outdated references, system examples and links to later ICAO and ITU-R material, without prejudging whether any substantive change to the Report as necessary. It was noted in the paper discussion that the complexity of updating such a legacy report may be more involved than simply creating a new document and could also risk an adverse input that could comprise the intended function. However, it was recommended and generally supported that using the material presented in the WP for the ICAO Spectrum Handbook could support ICAO's position at the ITU. Once this was completed, then a decision could be made on advancing any potential ITU-R material based on then published ICAO documents. The WP was passed to the Handbook CG.

3.2.4. IP03 invited to note Recommendation ITU-R M.585-10, reproduced in Appendix A. The meeting noted the IP03. IP04 contained a LS from ITU-T Study Group 20 (SG 20) regarding the initiation of draft Recommendation ITU-T Y.Req-CS-UAV (Requirements and Capability Framework of Charging Services for Unmanned Aerial Vehicles (UAVs) in Smart Cities). The meeting noted the IP04.

3.2.5. IP13 presented the history of ARNS regulations in the band 9 300 – 9 500 MHz and attempts to clarify the current restrictions on the ARNS systems operating in this band. The IP generated a discussion about the potential of dual use equipment that both allowed for weather functions while also providing DAA functions with the same waveforms, and if such usage would be allowed under the material specified in the IP. The meeting noted the paper.

4. AGENDA ITEM 4 – RADIO ALTIMETER FSMP.006.02

4.1. 4a Radio altimeter technical and policy developments

4.1.1. WP18 presented an assessment of interference risks from some S-band radars on aircraft radio altimeters in France. Results identified integrity and continuity risks associated with the radar deployment near an airport. The paper also presented the actions undertaken by DGAC and the consequent mitigation measures. The paper generated significant interest and questions, noting that some existing radio altimeters across multiple airframe types just meet ITU-R Recommendation M.2059 performance. The meeting requested that it be kept updated on the results of the investigation, and requested any other States with other radio altimeter interference reports to bring them to the FSMP.

4.1.2. IP07 updated the FSMP-WG on Australia's regulatory management of radio altimeter and 5G/wireless broadband coexistence. It detailed that interim mitigations protecting radio altimeters at 38 runways expire on 31 March 2026, and replaced with narrower, voluntary measures covering only 10 runways at 5 airports. The paper summarised this transition and outlines concerns raised in industry submissions to the consultation, including reduced geographic coverage, fleet readiness gaps, and a shift to a reactive, voluntary compliance model. After a discussion concerning interference reporting, monitoring, and equipage considerations, the meeting noted the material.

4.1.3. IP11 presented the results of measurements and an evaluation of base station signal characteristics of sub-6 GHz 5G mobile communication systems in the vicinity of Tokyo

International Airport. Using a 5G NR signal analyser, base station signal strengths were measured in the 3.5–4.1 GHz and 4.5–4.6 GHz frequency bands, encompassing all 5G frequency bands currently deployed in Japan. The results confirmed that base station signal strength varied significantly by location. Signals in the critical 4.0-4.1 GHz band were rarely detected and, when present, exhibited low power levels. The results suggest a low current interference risk but highlight the need for continued monitoring and assessment of 5G deployments near airports. The meeting expressed its appreciation for the measurements and analysis conducted by the author and requested to be kept informed of future measurement results so that relevant findings could be brought to the attention of the FSMP.

4.2. **4b Development of radio altimeter Annex 10, Vol. V PfA and associated material**

4.2.1. WP23 provided a report of the RA CG group setup at FSMP WG/22 to assess the relevant Annex 10 proposed changes and related ICAO technical material. It was agreed to keep open the CG to support the RA SARPs approval process as needed, including any needed creation and discussion of work plan for relevant documents to allow for informed engagement at the leadership level with ADOP and FLTOP panels.

4.2.2. WP32 and WP35 presented proposed updates to the radio altimeter SARPs intended for Annex 10, Vol. V. WP32 came from one State and proposed a performance-based requirement while respecting the right of Member States to determine the specific level of performance required for their airspace. WP35 included an updated Interference Tolerance Mask (ITM) table that aligns with the standards development process and recent US rulemaking. It also takes elements and ideas from the CG-RA group work in WP23. There was a significant discussion on the merits of the different approaches of the papers and how it may impact international equipage requirements. While no formal agreement was made on the merits of each WP, a summary of the different views was captured in **Flimsy05** to inform further discussion and contributions at FSMP WG/24. Additionally, the flimsy also documented the expected ICAO documents that could be part of a more complete set of information on radio altimeter functions, including content SARPs and a proposed Radio Altimeter Technical Manual.

4.2.3. WP36 provided a minor modification to FSMP-WG/22 WP24 to put the originally proposed ICAO guidance for States into the form of a technical manual as discussed during the CG-RA meetings. The meeting discussed the proposal in the context of the other proposed ICAO documents for radio altimeters, and created **Flimsy05** to be carried forward as a vehicle for further updates and additions of suitable material.

5. AGENDA ITEM 5 - AERONAUTICAL BAND PLANNING – FSMP.005.03

5.1. **5a - 108 – 137 MHz band planning**

5.1.1. WP04 reviewed the work presented to previous meetings on the VHF DSB-AM co-channel planning criteria and sets out what a revised set of criteria would need to be addressed. It proposed a scope for further work and invites the meeting to decide whether that work should proceed, noting that it will require sustained engagement from members and advisors of the FSMP. During the discussion, it was suggested that the paper be sent to the CP for an expert view of the VHF voice parameters to be used in the frequency planning process. **ACTION ITEM 23-03** was created for the Secretariat to forward to the CP for input on the system performance parameters.

5.2. **5b - 960 – 1215 MHz band planning**

5.2.1. No material was presented for this item, though see Agenda Item 5e for LDACS specific material.

5.3. **5c - 5000 – 5150 MHz band planning**

5.3.1. No material was presented for this item, though see Agenda Item 7a for related 5 GHz material.

5.4. **5d - Development of SB-VHF material**

5.4.1. WP10 summarized the progress of the Space-Based VHF Correspondence Group (SB-VHF CG) activities since FSMP/WG22 in March 2026, while IP06 provided the FSMP-WG/23 meeting with an update on the status of the Manual on Space-Based VHF Communication Systems (ICAO Doc 10228). Both papers noted the substantial progress made in the development of the SB-VHF supporting material. A regulatory gap analysis identified frequency coordination methodology as the one open item in Doc 10228 falling within the FSMP's scope, and further discussion and input was requested on this. With an approval timeline of 2027, the FSMP WG Chair noted that multiple other work items would also be considered for approval at that time including WRC-27 preparations and the radio altimeter SARPs. Therefore, it was strongly recommended that the FSMP membership engage with both the CG-SBV and the PT-SBV, as bringing late concerns to the FSMP in 2027 may not allow for appropriate time to consider such contributions.

5.4.2. Both WP09 and WP14 proposed methods of technical parameters to be used in SB-VHF frequency coordination for Doc. 9718 Vol II. WP09 proposed a specific protection criteria and a hybrid propagation model to be used in frequency planning. WP14 proposes a transitional period with a minimum set of criteria to provide protection to both AM(R)S and AMS(R)S, which could then be relaxed once validated data is available. Both methods were heavily discussed noting their commonality and differences. This included balancing protecting existing terrestrial services against restrictions that might result in an unoptimized planning criterion. Both WP authors appreciated the input and views expressed to help further develop the work in the CG-SBV.

5.5. **5e Development of LDACS associated material**

5.5.1. WP34 reports the activities of the LDACS Inter Panel Task Force (IPTF). Since FSMP-WG22, LDACS Pfa (Annex 10 Vol III and Vol V) have been endorsed by CP-DCIWG. The LDACS IPTF is working on the development of guidance documents, with the objectives to provide a preliminary draft and a consolidated draft by end of 2026, and by mid-2027 respectively. The identified guidance documents include the LDACS Manual (Doc 10172), the Handbook on Radio Frequency Spectrum Requirements for Civil Aviation (Doc 9718), the Manual on the Universal Access Transceiver (UAT) (Doc 9861) and the Aeronautical Surveillance Manual (Doc 9924). The meeting was informed of significant resource-related concerns, particularly the limited availability of expert participation and the associated time constraints. Members were encouraged to actively participate and contribute to the work of the IPTF, especially in light of the planned inclusion of planning criteria in Volume II of the Handbook.

6. AGENDA ITEM 6 – INTERFERENCE FROM NON-AERONAUTICAL SOURCES - FSMP.004.03

6.1. WP16 proposed a reply liaison statement to WG-SE on ultra wide band (UWB) devices operating in the X-band (see FSMP-WG22-WP03). The reply liaison statement (LS) included the airport surface detection equipment (ASDE) and the on-board weather radars operating in the frequency range 9.0 – 9.5 GHz. It is suggested to use the technical characteristics and protection criteria for these systems included in Recommendation ITU-R M.1796. After a short discussion, it was agreed to send the material to the CEPT once the technical characteristics had been agreed by the relevant system designers. An action was created (**ACTION ITEM 23-04**) to seek feedback from RTCA SC-230 on the 9 GHz technical characteristics in the LS to CEPT (FSMP WG/23 **Flimsy04**) and then send the material to CEPT.

6.2. WP33 outlined the increasing frequency and geographic spread of GNSS RFI, particularly in regions experiencing geopolitical instability, has introduced a significant threat to the reliability and integrity of satellite-based services. The paper proposed harmonizing and streamlining the essential data elements required for GNSS RFI reporting, aiming not to reduce the number of reports but to enable timely, consistent, and comprehensive reporting amid the significant increase in GNSS RFI occurrences. The meeting agreed with the issues expressed in the WP, though noted that the NSP were the lead panel for this issue and the WP should also be presented there for expert consideration first before the FSMP could address any spectrum strategy considerations. The meeting noted the paper.

6.3. IP05 reported on a confirmed case of harmful interference from a nearby IMT-2600 (4G/LTE) base station operating in the 2620–2690 MHz band to a new Primary Surveillance Radar (PSR) using the 2.7–2.9 GHz band at Clark International Airport, Philippines. The paper summarized the technical assessment conducted by the radar manufacturer, which identified the root cause and proposes two mitigation measures: deactivation of the interfering downlink or installation of a dedicated waveguide filter. During the discussion, it was stated that several other States had seen similar issues due to both lack of coordination and/or filtering. The meeting noted the material.

6.4. IP10 was an interactive MATLAB tool developed to enable the modelling of active antenna systems (AAS) radiation patterns based on input characteristics. The tool implements mathematical models from ITU, 3GPP, and other publicly available resources to generate graphical representations of the patterns. PNG and Excel Data export functions are included in the tool. It was noted that the code has certain intellectual property restrictions, and it was asked that any use be cleared with the author first. The meeting appreciated the material presented, noting its use for ongoing assessments at both national and international compatibility work with 5G and other systems using AAS. The meeting noted the paper.

7. AGENDA ITEM 7 – ICAO FREQUENCY SPECTRUM HANDBOOK (DOC 9718) – FSMP.001.02 & FSMP.005.03

7.1. 7a Update of Doc 9718 Volume I

7.1.1. WP07, WP19, and WP29 all presented recommendations for specific frequency bands for non-cooperative DAA systems and how to document them in the ICAO Frequency Spectrum Handbook (Doc 9718). The resulting discussion after presentation of all three papers created a new flimsy (**Flimsy06**) to capture the relevant information and material that needs to be reviewed, and to be moved to the Handbook-CG repository for further development at future FSMP meetings.

7.1.2. WP17 contribution continued the development of the 5000 – 5150 MHz band planning, in order to facilitate the implementation of RPAS SARPs. Previous proposals for planning the frequency band 5030-5091 MHz suggested splitting the band between terrestrial and satellite links. The paper proposed an alternative approach that allows hybrid links for both terrestrial and satellite links without splitting the band. This approach is based on a technology that provides resilience to combined Doppler effect and asynchronization whilst offering flexibility in allocating spectrum resources. Thanks to this flexibility, the frequency band 5000-5150 MHz may potentially support other aeronautical applications because it has the regulatory framework to accommodate satellite-based safety aeronautical communication needs. WP29 also sought to update the Handbook Chapters 4, 7, and 8 to take into account command and control links operating under the AM(R)S allocation in the 5030-5091 MHz frequency band. Several questions were asked on the material proposed and how it may be developed further into an agreed form. The two papers created a new flimsy (**Flimsy08**) initiate the activity on frequency planning restrictions that needs to be reviewed, and to be moved to the Handbook-CG repository for further development at future meetings.

7.2. **7b Update of Doc 9718 Volume II**

7.2.1. No items were presented for this topic, though see Agenda Item 5d for Vol II items specific to SB-VHF.

7.3. **7c Long-term restructuring of Doc 9718**

7.3.1. WP15 continues the restructure of Doc 9718 that has recently stalled. A matrix of papers submitted over the past eight years, mapped to the new volumes, was included to capture previous work and contributions, and a draft Flimsy is provided. The paper seeks the FSMP's support to continue this work and invites members to contribute to restructuring the handbook. Then WP13 presented an Annex that is a proposed start to more accurately document the specific technical requirements and references for ICAO system in the ICAO Spectrum Handbook (Doc. 9718). Further input was requested to refine and develop the material at future FSMP meetings. The meeting considered both documents and agreed that they would be good material to incorporate into the Handbook CG. It was noted that a lack of formal TORs for the Handbook CG created some uncertainty, so it was requested that the Handbook CG create their own TORs and bring them to FSMP WG/24 for approval.

8. AGENDA ITEM 8 – ANY OTHER BUSINESS

8.1. **8a - Hybrid COmmunications Network (HYCON)/ Connected Aircraft (CA)**

8.1.1. WP05, WP11, WP31, WP37, WP38, and IP14 were all presented as part of a general discussion of how the FSMP can create a spectrum strategy for the issues raised by the Hybrid COmmunications Network (HYCON/Connected Aircraft (CA) concepts. Each was presented with an opportunity for questions, followed by a general discussion of how the FSMP could approach the topic:

8.1.1.1. WP05 presented the consolidated answers from the Communications Panel - Data Communication Infrastructure Working Group (CP-DCIWG) to the questionnaire submitted by the Frequency Spectrum Management Panel (FSMP) on HYCON. Multiple questions received on the DCWIG response, including around how the concept would be implemented, the justification of the needed capacity, and relationship to the ATMRPP Connected Aircraft concept.

8.1.1.2. WP11 presents the consolidated answers from the Air Traffic Management Requirements and Performance Panel (ATMRPP) to the questionnaire submitted by the Frequency Spectrum Management Panel (FSMP) on Connected Aircraft concept.

8.1.1.3. WP31 responds to the new CP-DCIWG Job Card for HYCON, noting that FSMP has no authority to allocate or approve the use of radio-frequency spectrum and whether FSMP should recommend that ICAO pursue formal recognition of HYCON, or particular aspects of it, in the ITU Radio Regulations. The paper proposed a structured ITU-R AMS(R)S compliance framework that FSMP can use to answer that question on a case-by-case basis, and responds to selected questions raised in FSMP-WG/22 Flimsy07

8.1.1.4. WP37 was a presentation on some views and questions about the HYCON concept, noting the possible risks and concerns that had been raised by multiple entities in the US aviation industry.

8.1.1.5. WP38 discussed the contents of WG/22 Flimsy11, analysed the causes of the current congestion in aeronautical safety communication links, and provided recommendations for the further advancement of the HYCON work.

8.1.1.6. IP14 presents the outcome of the inter-panel coordination on the HYCON job card. Taking into account the inputs and comments received from FSMP, CP-DCIWG/8 discussed and finalized the HYCON job card.

8.1.2. As a result of the HYCON/CA spectrum strategy discussion and multiple questions, the following was the outcome:

8.1.2.1. The FSMP has yet to formally provide a decision on the spectrum strategy for HYCON/CA, noting that while job cards in ATMRPP and DCIWG were progressing, a formal view from the FSMP has yet to be agreed that would indicate any preferred concept or method of offloading aviation safety data to non-safety links.

8.1.2.2. **Flimsy02** was created based on the work in previous FSMPs. It took the approach of first outlining the 2 proposed options for offloading of aviation traffic to non-safety links, and created a framework to start documenting potential impacts of such approaches. The initial framework was discussed and further contributions encouraged. To support the work, it was agreed for a limited CG-HYCON to be setup to continue the development of parts of the **Flimsy02**. **Flimsy07** was approved as the limited TORs for the group's work.

8.1.2.3. It was requested that the FSMP leadership continue coordination with DCIWG and ATMRPP leadership, encouraging them to provide as much information as possible, as early as possible, on the concepts they were developing to ensure an informed output from the FSMP on the spectrum strategy.

8.1.2.4. It was noted that Earth Station in motion (ESIM) operating according to the ITU RR (Res 156 resolve 1.7, Res 121 resolve 6, Res 123 resolve 8, Res 169 resolve 2) shall not be used or relied upon for safety-of-life applications.

8.1.3. WP06 was an extension to FSMP-WG22 WP06 and proposed introducing an additional level of prioritisation within the existing ICAO Flight Regularity message category. Rather than treating all Flight Regularity messages equally, the paper recommends classifying individual messages according to their operational urgency so the most appropriate data link can be dynamically selected. The paper also provides a proposed mapping of the eight ICAO Flight Regularity message types defined in Annex 10 to urgency levels and associated routing policies. Several questions were received on operational input to ensure accurate capturing of message priority. As a result, an action was created (**ACTION ITEM 23-05**) for the Secretariat to share WP06 paper with relevant operational panels for any feedback, noting FSMP has not formally considered or agreed the content yet.

8.2. WP24 talked through 6G is being developed under the IMT-2030 framework as more than a higher-capacity successor to 5G: it is expected to integrate communications, sensing, AI, edge computing and non-terrestrial networks. The paper also identified risks to aviation, including coexistence with aeronautical radar, ASDE and passive EESS allocations; aggregate non-terrestrial networks (NTN) interference; and pressure on bands above 100 GHz relevant to weather observations and future aeronautical applications. The paper created a wide-ranging discussion about adoption of commercial technology within aviation, and also how aviation should plan both cooperatively and defensively for such possibilities. **ACTION ITEM 23-06** was created for all FSMP members to provide a) Options for sharing aviation spectrum with other industries or services that could complement or protect aviation usage, b) additional methods or options for increased usage of existing aviation spectrum allocations, and c) technology considerations that may require additional aviation spectrum at future WRCs.

8.3. **8b - UAS**

8.3.1. No items were presented for this topic, though material on DAA and 5 GHz C2 links were covered in Sections 7a and 7c respectively.

8.4 **RTCA/EUROCAE Standards Development**

8.4.1. IP15 provided a summary of the selected spectrum related standards activities under development at RTCA and EUROCAE. The meeting noted the completion date of Q2 2028 for the EUROCAE MASPS for LDACS for Data and Voice Communications; which is later than the date of applicability of the LDACS SARPs. In addition, the meeting discussed the progress of the LDACS IPTF work. The material was noted, with a request to continue the regular updates from the SDOs.

9. MEETING CLOSE

9.1. **Meeting Report**

9.1.1. The meeting reviewed and approved the meeting report, requesting that any additional changes be sent to the Secretariat by the 25 Sep 2026.

9.2. **Action Item Review**

9.2.1. At the end of the meeting, the FSMP action item list was updated and included as **Appendix D** to this report.

9.3. **Future meetings timetable**

9.3.1. FSMP/4 is scheduled to take place from 1 to 12 February 2027 at ICAO HQ, Montreal, Canada, and will include FSMP-WG/24. Further details regarding the meeting schedule will be provided in due course.

9.3.2. The meeting agreed that papers for FSMP/4 and WG/24 are due 0800 ET Friday 22 January 2027 (10 days before the meeting). In exceptional circumstances, a framework detailing at minimum the paper summary and introduction will be provided by the due date, with the full paper provided no later than one workday before the start of the meeting. Any papers received after this deadline will not be accepted unless agreed by the meeting on the first day. No papers received after the first day of the meeting will be accepted. It was suggested that the ICAO invitation letter for FSMP meeting be sent to the states at least 60 days in advance.

9.3.3. It was agreed that the broadcast functionality would continue at the next meeting, with a nominated day being allocated to allow only IPs to be briefed remoted by those wishing to use such a feature.

9.3.4. For planning purposes, FSMP-WG/25 is tentatively scheduled for 7 to 16 July 2027 at ICAO HQ, Montreal, Canada. However, it was noted that a State is considering hosting FSMP WG/25. Depending on the outcome of this offer, the meeting may be held at a different location and on different dates during Q2 or Q3 of 2027.

APPENDICES

Appendix A – Agenda

Appendix B – List of Working Papers, Information Papers and Flimsies

Appendix C – List of Participants

Appendix D – Action Item List

Appendix E – Report for WRC-27 Prep Workshop for SAM, CAR and NAM States

APPENDIX A

TWENTY THIRD WORKING GROUP MEETING OF THE FREQUENCY SPECTRUM MANAGEMENT PANEL (FSMP-WG/23)
(Lima, Peru, 31 August-11 September 2026)

Agenda Item 1 Opening and Working Arrangements

a) Agenda review and document attribution
b) Status of tasks identified on Job Cards
c) FSMP timeline for activities
d) Reports from related meetings

Agenda Item 2 ICAO position for WRC-27 – FSMP.002.02

Agenda Item 3 Development of Material for ITU-R Studies – FSMP.003.02

a) Material for WRC-27 agenda items
b) Non-WRC material for the ITU

Agenda Item 4 Radio Altimeters – FSMP.006.02

a) Radio altimeter technical and policy developments
b) Development of radio altimeter Annex 10, Vol. V PfA and associated material

Agenda Item 5 Aeronautical Band Planning – FSMP.005.03

a) 108 – 137 MHz
b) 960 – 1215 MHz
c) 5000 – 5150 MHz
d) Development of SB-VHF material
e) Development of LDACS associated material

Agenda Item 6 Interference from Non-Aeronautical Sources -FSMP.004.03

Agenda Item 7 ICAO Frequency Spectrum Handbook (Doc 9718) – FSMP.001.02 & FSMP.005.03

a) Update of Doc 9718 Volume I,
b) Update of Doc 9718 Volume II
c) Long-term restructuring of Doc 9718

Agenda Item 8 Any Other Business

a) Hybrid COommunications Network (HYCON)/Hyperconnected ATM (HCATM)/Connected Aircraft (CA)
b) UAS

Agenda Item 9 Meeting close

a) Meeting report
b) Action item review
c) Future meetings timetable

APPENDIX B

List of Papers

All papers are available on FSMP secure portal

List of Working Papers

Topic	Presented by	Agenda item
FSMP-WG23_WP01.0_Updates from the Panel Secretary for FSMP WG23.pdf	Secretary	1c
FSMP-WG23_WP01.1_Appendix A_Global updates - Frequency Spectrum Management - Aug 2026.pdf	Secretary	1c
FSMP-WG23_WP02.0_ WP4C report development related to WRC-31 Preliminary agenda item 2.9.pdf	Secretary	3a
FSMP-WG23_WP02.1_App A_WP4C Meeting report_May 2026.pdf	Secretary	3a
FSMP-WG23_WP02.2_App B_Annex 19 to WP4C Report_Working Document in support of WRC-31 Preliminary agenda item 2.9.pdf	Secretary	3a
FSMP-WG23_WP03.0_ Standardization Roadmap next steps_Wake Energy Retrieval_FSMP.pdf	Secretary	1c
FSMP-WG23_WP03.1_App A to C _AN.2025.WP.9874 and relevant documents.pdf	Secretary	1c
FSMP-WG23_WP03.2_App D_Standardization Roadmap Gudelines.pdf	Secretary	1c
FSMP-WG23_WP04_VHF Planning Criteria.pdf	Matthew Kelly	5a
FSMP-WG23_WP05_CP-DCIWG answers to the FSMP questions on HYCON_Rev1.pdf	Laurent Azoulai	8a
FSMP-WG23_WP06_Flight Regularity Messages.pdf	John Micallef	8a
FSMP-WG23_WP07_DAA potential operational Freq band.pdf	Katsuyuki Arakawa	7a
FSMP-WG23_WP08.0_One-page briefing on WRC-27 A.I.1.18.pdf	Katsuyuki Arakawa	2
FSMP-WG23_WP08.1_App_A_One-page briefing on WRC-27 Agenda Item 1.18.pdf	Katsuyuki Arakawa	2
FSMP-WG23_WP09_Update Proposed contribution to Doc 9718 Vol II_v1_clean.pdf	José Luis Chinchilla	5d
FSMP-WG23_WP10_Report from SB-VHF_CG_v2.pdf	Manuel Garcia	5d
FSMP-WG23_WP11.0_ATMRPP answers to FSMP questions_Final_24 August.pdf	Secretary	8a
FSMP-WG23_WP11.1_Appendix A_ATMRPP_6_Yellow Cover Report.pdf	Secretary	8a
FSMP-WG23_WP11.2_Appendix B_ATMRPP_6_WP1114_Appendix_Connected Aircraft Concept V0.84e Clean_04012026.pdf	Secretary	8a
FSMP-WG23_WP12.0_ICAO WRC-27 Position Updates-Rev1.pdf	Andrew Roy	2
FSMP-WG23_WP12.1_ICAO WRC-27 Position Updates-Annex A-Rev1.pdf	Andrew Roy	2
FSMP-WG23_WP13.0_ICAO Spectrum Handbook System Characteristics.pdf	Andrew Roy	7c
FSMP-WG23_WP13.1_ICAO Spectrum Handbook System Characteristics-Annex A.pdf	Andrew Roy	7c
FSMP-WG23_WP14_SBVHF separation criteria v4 Rev1.pdf	John Micallef	5d
FSMP-WG23_WP15.0_Doc_9718 Restructure.pdf	Matthew Kelly	7c
FSMP-WG23_WP15.1_Doc_9718 Restructure.pdf	Matthew Kelly	7c
FSMP-WG23_WP16 Proposed reply liaison statement to WG-SE on Ultra Wide Band in the X band.pdf	Guillaume Novella	6
FSMP-WG23_WP17_ Proposal to adjust Doc 9718 VolI frequency planning in the C Band 5000-5150MHz.pdf	Guillaume Novella	5c
FSMP-WG23_WP18_ S-band radar compatibility with radio altimeters.pdf	Mathieu Hussong	4a
FSMP-WG23_WP19_Inclusion of Detect and Avoid Radars in ICAO Doc 9718.pdf	Guillaume Novella	7a

Topic	Presented by	Agenda item
FSMP-WG23_WP20_LS_to_ESA.pdf	Guillaume Novella	3a
FSMP-WG23_WP21_Proposal to update the ICAO position relative on AI 1.16.pdf	Christian Fleury	2
FSMP-WG23_WP22_Proposal to update the ICAO position relative on AI 1.19.pdf	Christian Fleury	2
FSMP-WG23_WP23_CG-RA Report.pdf	Christian Fleury	4
FSMP-WG23_WP24_THE 6G PARADIGM - IMPLICATIONS FOR AVIATION AND SPECTRUM MANAGEMENT.pdf	Damian Lopez	8a
FSMP-WG23_WP25_DEVELOPMENT OF AIRCRAFT-SIDE OPERATIONAL SCENARIOS FOR SHARING AND COMPATIBILITY STUDIES.pdf	Abed Ferr	7c
FSMP-WG23_WP26_CONSIDERATIONS ON PROPOSED PERCENTAGE-OF-TIME EXCEEDANCE ALLOWANCES FOR AERONAUTICAL PROTECTION CRITERIA.pdf	Abed Ferr	3b
FSMP-WG23_WP27_Proposed Review of REPORT ITU-R M.927-2.pdf	Abed Ferr	3b
FSMP-WG23_WP28_ICAO Position on WRC-27 Agenda Items-NAV CANADA Update.pdf	Abed Ferr	2
FSMP-WG23_WP29_Doc 9718 C2_20260824.pdf	Taylor King	7a
FSMP-WG23_WP30_Doc 9718 DAA_20260824.pdf	Taylor King	7a
FSMP-WG23_WP31_HYCON ITU-R Compliance rev1.pdf	Damon Ladson	8a
FSMP-WG23_WP32_RA_SARPs_Input_FAA_20260824.pdf	Miles Bellman	4b
FSMP-WG23_WP33__IATA_GNSS RFI_Rev1.pdf	Khaled Eltanany	6
FSMP-WG23_WP34.0_LDACS-IPTF_v4_clean_r1.pdf	Guillaume Novella	5e
FSMP-WG23_WP34.1_Annex_A_LDACS_PfA_Annex10_VolIII.pdf	Guillaume Novella	5e
FSMP-WG23_WP34.2_Annex_B_LDACS_PfA_Annex10_VolV.pdf	Guillaume Novella	5e
FSMP-WG23_WP34.3_Attachment_ASWG TSG WP 22-19.3 LDACS Surveillance Compatibility Analysis Empirical.pdf	Guillaume Novella	5e
FSMP-WG23_WP35.0_RA SARPs Vol. V PFA.pdf	Andrew Roy	4b
FSMP-WG23_WP35.1_RA SARPs Vol. V PFA-Annex A.pdf	Andrew Roy	4b
FSMP-WG23_WP36.0_ICAO RA Technical Manual Proposal.pdf	Andrew Roy	4b
FSMP-WG23_WP36.1_ICAO RA Technical Manual Proposal-Annex A.pdf	Andrew Roy	4b
FSMP-WG23_WP37.0_HYCON Presentation to FSMP.pdf	Andrew Roy	8a
FSMP-WG23_WP37.1_HYCON Presentation to FSMP.pdf	Andrew Roy	8a
FSMP-WG23_WP38_Considerations on the advancement of HYCON.pdf	Yu Liang	8a

List of Information Papers

Topic	Presented by	Agenda item
FSMP-WG23_IP01_Information on the FSMP Websites.pdf	Secretary	1
FSMP-WG23_IP02.0_Guidance for Panels of the ANC.pdf	Secretary	1
FSMP-WG23_IP02.1_App_Guidance for Panels of the ANC.pdf	Secretary	1
FSMP-WG23_IP03.0_Recommendation ITU-R.M535-10.pdf	Secretary	3b
FSMP-WG23_IP03.1_App_A_R-REC-M.585-10-202604-I!!MSW-E.pdf	Secretary	3b
FSMP-WG23_IP04.0_LS ITU-T SG20 new draft Rec ITU-T Y.Req-CS-UAV.pdf	Secretary	3b
FSMP-WG23_IP04.1_App_A_ITU-T SG20_LS_Draft New Rec Req-CS-UAV_May_2026.pdf	Secretary	3b
FSMP-WG23_IP05_IMT-2600 INTERFERENCE IMPACT ON PRIMARY RADAR AT CLARK INTERNATIONAL AIRPORT V1.1.pdf	Norrick Baes	6

Topic	Presented by	Agenda item
FSMP-WG23_IP06.0_Doc 10228 SB-VHF Manual Update.pdf	Matthew Colbert	5d
FSMP-WG23_IP06.1_Doc 10228 (draft) for PT-SBV6 & FSMP-WG23.pdf	Matthew Colbert	5d
FSMP-WG23_IP07_RA and 5G Coexistence Developments in Australia.pdf	Matthew Kelly	4a
FSMP-WG23_IP08_Global 978 MHz UAT_20260824.pdf	Michael Garcia	3a
FSMP-WG23_IP09_WRC-27_IP_1.13_DECEA_FINAL.pdf	Vahe A. Yaghdjian	3a
FSMP-WG23_IP10.0_AAS Modelling Tool rev1.pdf	Nicholas Shrout	6
FSMP-WG23_IP10.1_AAS Modelling Tool rev1.zip	Nicholas Shrout	6
FSMP-WG23_IP11 Preliminary ground measurement of base station signal characteristics of sub-6G band 5G_Rev1.pdf	Shunichi Futatsumori	4a
FSMP-WG23_IP12.0_Document exchange platform SMOs.pdf	Secretary	8
FSMP-WG23_IP12.1_App_SL 2021-13 EN_New document exchange platform SMO .pdf	Secretary	8
FSMP-WG23_IP13_History_9GHz_ARNS_regulations.pdf	Nikolai Vassiliev	8
FSMP-WG23_IP14.0_HYCON_job_card.pdf	Secretary	8a
FSMP-WG23_IP14.1_Att-HYCON_job_card.pdf	Secretary	8a
FSMP-WG23_IP15_Status of RTCA and EUROCAE Spectrum Work.pdf	Rebecca Morrison and Mark Watson	8

List of Flimsies

Topic	Agenda item
FSMP-WG23_Flimsy01-ICAO WRC-27 Position Updates Rev1	2
FSMP-WG23_Flimsy02 HYCON Spectrum Policy Options Rev2	8a
FSMP-WG23_Flimsy03_C_Band_RNSS_LS to ESA_v2_clean_v2	3a
FSMP-WG23_Flimsy04_LS_WG-SE_UWB_final	6
FSMP-WG23_Flimsy05 RA Work Document Plan and SARPS Consideration Rev1	4b
FSMP-WG23_Flimsy06_DAA into Doc 9718_r4	7a
FSMP-WG23_Flimsy07_HYCON CG TORS	8a
FSMP-WG23_Flimsy08_C2_Link	7a

APPENDIX C

TWENTY THIRD WORKING GROUP MEETING OF THE FREQUENCY SPECTRUM MANAGEMENT PANEL

(Lima, Peru, 02-11 September 2026)

States

Status	Nominated by	Name	Title/Organization	Email	Comment
O	ARGENTINA	Andres Alexandro Espina	Director de Proyectos de Navegacion Aérea/ANAC	aespina@anac.gob.ar	
O	ARGENTINA	Omar Renee HEREDIA	Coordinador Nacionál Comunmicaciones CNSE/EANA S.A.	oheredia@eana.com.ar	
O	ARGENTINA	Nicolas Maddalena	Ingeniero CNSE/EANA S.A.	nmaddalena@eana.com.ar	
M	AUSTRALIA	Kelly, Matthew	Senior Engineering Specialist/Airservices Australia	matthew.kelly@airservicesaustralia.com	
O	AUSTRALIA	Colbert, Matthew	Skykraft	matthew.colbert@skykraft.com.au	
O	BAHAMAS	DESHANNON ROLLE	MANAGER SAFETY OVERSIGHT/CAA-B	DESHANNON.ROLLE@CAABAHAMAS.COM	
O	BOLIVIA	AARON GERMAN VELARDE TEJADA	TECNICO DE CONTROL DE ESPECTRO/ATT	avelarde@att.gob.bo	
M	BRAZIL	Luz, Wallace Gutemberg Medeiros	DECEA	gutembergwgml@decea.mil.br	
A	BRAZIL	Pereira Alves Filho, Licindo	ANATEL	licindo@anatel.gov.br	1st week (31 Aug to 4 Sep)
A	BRAZIL	Vahé, Antoine	DECEA	vahevay@decea.mil.br	
M	CANADA	Rastaghi, Seyed	Manager, Spectrum Engineering /NAV CANADA	seyed.rastaghi@navcanada.ca	
A	CANADA	Ferr, Abed	NAVCANADA	Abed.Ferr@navcanada.ca	
A	CANADA	Hisano, Ricardo		ricardo.hisano@tc.gc.ca	
A	CANADA	Lopez , Damian	NAVCANADA	Damian.Lopez@navcanada.ca	
A	CANADA	Yang, Andrew	NAVCANADA	Andrew.Yang@navcanada.ca	from 02 Sep
M	CHINA	Liu, Rui	Aviation Data Communication Corp. CAAC	liurui@adcc.com.cn	from 02 Sep
A	CHINA	Cui, Kaitao	ANS Lab,The Second Research Institute of CAAC	cuikaitao@caacsri.com	from 02 Sep
A	CHINA	LI, Qingchao	Associate Professor, Beihang University	qingchaoli@buaa.edu.cn	from 02 Sep
A	CHINA	Yu, Liang	AeroSat Link Technology Co., Ltd	yuliang@sataero.cn	from 02 Sep
O	COLOMBIA	Daniel Rosas Tapia	CEO/TES America	daniel.rosas@tesamerica.com.co	
O	COLOMBIA	Camilo Zamora Heredia	Advisor/TES Horizon	camilo.zamora@tesamerica.com.co	
O	COLOMBIA	Duván Mejía	CBDO Latam/TES Horizon	duvan.mejia@tesamerica.com.co	
O	CURACAO	Francisco Almeida da Silva	CNS Consultant/DC-ANSP	f.almeidadasilva@dc-ansp.org	From 02 Sept
M	FRANCE	Fleury, Christian	FSMP vice chair Frequency manager/ DSNA-DGAC	christian.fleury@aviation-civile.gouv.fr	
A	FRANCE	Macabiau, Christophe	ENAC	christophe.macabiau@enac.fr	Only 2nd week
A	FRANCE	Hussong, Mathieu	DSNA-DGAC	mathieu.hussong@aviation-civile.gouv.fr	
A	FRANCE	Novella, Guillaume	DSNA-DGAC	guillaume.novella@aviation-civile.gouv.fr	
O	HAITI	Gardy Charles ALEXIS	Deputy Director of Air Navigation Services and Head of Technical and Equipment Unit/CAA	direction.generale@ofnac.gouv.ht	
O	HAITI	Schiller DOMOND	CNS Technician/CAA	direction.generale@ofnac.gouv.ht	

Status	Nominated by	Name	Title/Organization	Email	Comment
O	HONDURAS	Alberto Josue Zuniga	Supervisor Nacional CNS/AHAC	azuniga@ahac.gob.hn	
O	HONDURAS	carlos heberto melgar centeno	Inspector CNS/AHAC	carlitosmelgar1989@yahoo.com	
O	HONDURAS	Carlos Melgar	Inspector CNS/AHAC	cmelgar@ahac.gob.hn	
O	HONDURAS	Fausto Enrique Zambrano	Director Gestion Espectro Radioelectrico CONATEL/CONATEL Honduras	fausto.zambrano@conatel.gob.hn	
O	INDIA	Umesh Kumar	DGM (CNS) / Airports Authority of India (AAI)	umeshkc@aai.aero	
O	INDIA	Pradeep Kumar Maurya	DGM (CNS) / Airports Authority of India (AAI)	prmaurya@aai.aero	Only 2nd week
O	INDIA	Yagna Narayana Pabolu	AGM (CNS) / Airports Authority of India (AAI)	yagnapabolu@aai.aero	
O	INDIA	Saptak Kumar Garai	Manager (CNS) / Airports Authority of India (AAI)	saptakgarai@aai.aero	Only 2nd week
M	JAPAN	Arakawa, Katsuyuki	JCAB	arakawa-k24fe@mlit.go.jp	
A	JAPAN	Futatsumori, Shunichi	ENRI	futatsumori@mpat.go.jp	
A	JAPAN	Ishida, Junya	MIC	j.ishida@soumu.go.jp	
A	JAPAN	Takai, Takahiro	JCAB	takai-t46d2@mlit.go.jp	
A	JAPAN	Tang, Furen	MRI	furen_tang@mri.co.jp	
A	JAPAN	Tsunoda, Satoko	JRANSA	tsunoda.satoko@jransa.or.jp	
M	NETHERLANDS	Loopstra, Maarten	Ministry of Economic Affairs. Dutch Authority for Digital Infrastructure	maarten.loopstra@rdi.nl	
O	PANAMÁ	Guillermo L. Zúñiga C.	Jefe de Gestión de CNS - Autoridad Aeronáutica Civil de Panamá/AAC	guillermo.zuniga@aeronautica.gob.pa	
O	PANAMÁ	Nimio Alvarez Bonilla	Suipervisor de Comunicaciones Aeronáuticas Nacionales/AAC	nimio.alvarez@aeronautica.gob.pa	
O	PANAMÁ	Osvaldo Díaz H.	Jefe de Comunicaciones/AAC	osvaldo.diaz@aeronautica.gob.pa	
O	PAPUA NEW GUINEA	Irvine, Phil	Executive Manager - ATS, NiuSky Pacific Limited	pirvine@niuskypacific.com.pg	
O	PERÚ	Romel Isaias Tito Paredes	Ingeniero Electrónico/CORPAC	rtito@corpac.gob.pe	only workshop
O	PERÚ	WILSON MIGUEL QUISPE HERHUAY	INGENIERO ELECTRONICO/CORPAC	WQUISPE@CORPAC.GOB.PE	
O	PERÚ	Celso Sixto Gutierrez Choquehuayta	Inspector de Navegación Aérea/DGAC	cgutierrezc@mtc.gob.pe	
O	PERÚ	Jorge Garcia Villalobos			only workshop
M	PHILIPPINES	Varquez, Leandro R.	Department Manager III, Air Navigation Service	elbotvarquez@caap.gov.ph	
A	PHILIPPINES	Baes, Norrick T.	Division Chief III Air Navigation Service	anfqad_chief@caap.gov.ph	
O	SINGAPORE	PUAH, Kok Pin	CAA	puah_kok_pin@caas.gov.sg	2 Sep to 11 Sep
M	SPAIN	García Martín, Manuel	ENAIRE	mangarcia@enaire.es	NO workshop
A	SPAIN	Chinchilla, Jose Luis	Startical	jlchinchillag@startical.com	NO workshop
M	UNITED ARAB EMIRATES	Al Sayed, Abdulla	Senior Inspector Air Navigation & CNS/UAE GCAA	aalsayed@gcaa.gov.ae	NO workshop
M	UNITED KINGDOM	Nash, Michael	UK CAA	mike.nash@caa.co.uk	
A	UNITED KINGDOM	Masrani, Kamlesh	Viasat	kamlesh.masrani@viasat.com	

Status	Nominated by	Name	Title/Organization	Email	Comment
M	UNITED STATES	Tourigny, Chris	FAA	chris.tourigny@faa.gov	from 31 Aug
A	UNITED STATES	Bellman, Miles	FAA	miles.e.bellman@faa.gov	from 02 Sep
A	UNITED STATES	King, Taylor	ACES	taylor.king@aces-inc.com	From 02 Sep
A	UNITED STATES	Lu, Jason	US DOT/Volpe Center	jason.lu@dot.gov	from 02 Sep
A	UNITED STATES	IBARRA, Dante		dante.ibarra@fcc.gov	from 31 Aug
A	UNITED STATES	Ladson, Damon	HWG	DLadson@hwglaw.com	from 31 Aug
A	UNITED STATES	Lee, Eric	NTIA	elee@ntia.gov	from 31 Aug
O	URUGUAY	Horacio Berretta Kramer	Asesor Técnico/ Punto Focal Frecuencias Aeronáuticas / Ingeniero Tec. en Electrónica/DINACIA	hberretta@dinacia.gub.uy	

International Organization

Status	Nominated by	Name	Title/Organization	Email	Comment
M	ASRI	Roy, Andrew	FSMP Chair / Director, Engineering Services /ASRI	acr@asri.aero	
M	EUROCONTROL	Micallef, John	Spectrum expert EUROCONTROL	john.micallef@eurocontrol.int	from 02 Sep
M	IATA	Eltanany, Khaled	Senior Manager CNS Technology /IATA	eltananyk@iata.org	
M	ICCAIA	Kolb, Kim	Boeing	kim.l.kolb@boeing.com	
A	ICCAIA	Azoulai, Laurent	Senior Expert Communication Navigation Surveillance /Airbus	laurent.azoulai@airbus.com	
A	ICCAIA	Kalyanaraman, Sai	Collins	Sai.Kalyanaraman@collins.com	
A	ICCAIA	Bovelli, Sergio	AIRBUS	sergio.bovelli@airbus.com	
M	ITU	Vassiliev, Nikolai	Chief, Terrestrial Services Department, Radiocommunication Bureau	nikolai.vassiliev@itu.int	
O	SITA	Wawrzynkowski, Eric	Spectrum Manager - VHF Deployment and Infrastructure / SITA	eric.wawrzynkowski@sita.aero	
S	ICAO SECRETARIAT	Mayda Ávila	Regional Officer CNS, NACC Office.	mavila@icao.int	
S	ICAO SECRETARIAT	Javier Vittor	Regional Officer CNS, SAM Office	jvittor@icao.int	
S	ICAO SECRETARIAT	Robles Lopez, Natalia	CNS Technical Officer/ICAO	nrobles@icao.int	2-10 Sept. No workshop
S	ICAO SECRETARIAT	Utsunomiya, Mie	FSMP Secretary, CNS Technical Officer/ICAO	MUtsunomiya@icao.int	

APPENDIX D

ACTION ITEM LIST

Number	Description	Actionee	Due Date	Status
20-13	Based on FSMP WG/20 **Flimsy**13 on spectrum updates in the ICAO ASBU: Provide feedback at the next FSMP on the text in the CNS chapter of the ASBU section of GANP.	FSMP Membership	FSMP WG/23	CLOSED FSMP/WG23
21-01	Seek further inputs and suggestion on how to address the questions in the WG/21 Flimsy01 to consider to aviation spectrum support to the ITU-R. This includes any views on the proposed method to answer some of those questions.	FSMP	FSMP WG/23	Ongoing – No updates received as of WG/23
21-04	Request that any other ACAS interference reports as described in WG/21 WP02 be submitted to the FSMP for compilation before sending to the SP.	FSMP	FSMP WG/23	Ongoing – No updates received as of WG/23
21-05	Consider possible options for aviation spectrum monitoring guidance that the FSMP may want to consider at future meeting.	FSMP	FSMP WG/23	Ongoing – No updates received as of WG/23
21-06	To compile the small UAS description material WP16, IP12, and IP13 and send it to the AAM SG for comments back to FSMP-WG/22	Secretariat	FSMP WG/23	Ongoing – No updates received as of WG/23
21-08	Request airframers and equipment OEMs clarify how they are attempting to minimize the amount of data being generated by newer airframes as discussed in FSMP-WG/21 WP25	ICCAIA	FSMP WG/23	Ongoing – No updates received as of WG/23
22-01	Seek future inputs for one-page briefings on WRC-27 agenda items that ICAO could use to supplement the ICAO position document	FSMP Membership	FSMP WG/25	Ongoing

Number	Description	Actionee	Due Date	Status
22-02	Inform both the RPAS panel and CP-DCIWG for a wider view within ICAO of the proposal in WG/22-WP12 on a future agenda item for C-band UAS C2 links using AMS(R)S	Secretariat	FSMP WG/24	Ongoing
22-03	Task the existing CG-RA group with assessing what ICAO documentation would be best to support both current and future radio altimeter designs. The CG-RA would also look to progress the Annex 10, Vol. V material for the radio altimeter. The results of this work would then be reported back to the FSMP WG/23 meeting for further consideration	CG-RA	FSMP WG/23	CLOSED FSMP/WG23
22-04	To seek further contributions to the draft radio altimeter SARPs **(Flimsy06)** at future meetings to develop the material further, and any considerations that might be required for a technical manual to support the work	FSMP Membership	FSMP WG/23	CLOSED FSMP/WG23
22-05	Secretariat to speak with the other relevant panels to assess which panel might be responsible for a new radio altimeter technical manual if it was needed	Secretariat	FSMP WG/23	CLOSED FSMP/WG23
22-06	Seek technical inputs at the next meeting to assist in developing an ICAO response to the CEPT studies on UWB in the 8.5–10.6 GHz band	FSMP Membership	FSMP WG/23	CLOSED FSMP/WG23
22-07	Send the questions raised in **Flimsy07** to the CP-DCIWG and ATMRPP. Ideally any responses to these questions would be provided well in advance of the FSMP WG/23 meeting to allow for consideration by the FSMP membership	Secretariat	FSMP WG/23	CLOSED FSMP/WG23
22-08	HYCON spectrum policy recommendations to be submitted to FSMP-WG/23 to ensure an informed decision at that meeting	FSMP Members	FSMP WG/23	CLOSED FSMP/WG23

Number	Description	Actionee	Due Date	Status
22-09	Request for additional contributions on how Doc 9718 could be further updated in the DAA guidance section, considering what may be potential global DAA allocations, the need for confirmation that each of the proposed allocations is suitable, and that such DAA systems would be compatible with the existing aviation systems in those bands	FSMP Members	FSMP WG/24	Ongoing
22-10	Request members and advisors to provide comments on the draft CP-DCIWG job card (**Flimsy 04**)	FSMP Membership	2 weeks after the FSMP WG/22	CLOSED FSMP/WG23
23-01	Request contributions for relevant Job Card updates, specifically for inclusion of needed actions on FSMP Job Card 001 and noting the action from the AN Conf 14 captured in Flimsy02 for the assessment of the risks and limitations of offloading safety traffic to non-safety commercial links	FSMP members	FSMP WG/24	
23-02	Create an ICAO Electronic Bulletin on 5 GHz RNSS concerns using **Flimsy03** and then ICAO send that to relevant organizations as needed	Secretariat	FSMP WG/24	
23-03	Forward FSMP/WG23 WP04 material on required VHF comm performance requirements to the CP-DCIWG for input on the system performance parameters	Secretariat	FSMP WG/24	
23-04	To seek feedback from RTCA SC-230 on the 9 GHz technical characteristics in the LS to CEPT in Flimsy04, and then send the material to CEPT.	Secretariat	FSMP WG/24	
23-05	To share WP06 on aircraft message priorities with relevant operational panels for any feedback, noting FSMP has not formally considered or agreed the content yet.	Secretariat	FSMP WG/24	

Number	Description	Actionee	Due Date	Status
23-06	Based on the discussion of commercial technologies in WP24, to provide: a) Options for sharing aviation spectrum with other industries or services that could complement or protect aviation usage, b) additional methods or options for increased usage of existing aviation spectrum allocations, and c) technology considerations that may require additional aviation spectrum at future WRCs.	FSMP members	FSMP WG/24	

APPENDIX E

Report for WRC-27 Prep Workshop for NAM, CAR, SAM States