

**INTERNATIONAL CIVIL AVIATION ORGANIZATION**  
**REGIONAL COORDINATION MEETING IN PREPARATION OF THE ITU WRC-2003**

(Lima, 27 to 28 March 2001)

**Agenda Item 2: Review of the ICAO position for ITU WRC-2003**

**Strategy for the establishing and promoting the ICAO position for future  
ITU WRC's**

(Presented by the Secretariat)

**Summary**

This working paper presents a strategy prepared by ICAO in order to establish and promote the ICAO position for the future ITU World Radiocommunication Conferences.

**1. Introduction**

1.1 WP/2 presents the ICAO position on important subjects for civil aviation contained in the agenda for the forthcoming ITU WRC-2003. Normal regional procedures followed by ICAO to obtain support to the mentioned position are also commented in the mentioned WP/2 .

1.2 Although the classical way of focussing this matter to obtain the support of the ICAO position has shown to be effective, the current developments in the telecommunications industry, the policies of privatization of the communications sector and the commercial issues involved and the new technology trends, call for a new ICAO strategy that takes into account current and future reality in the communications sector on a worldwide basis.

1.3 The success of implementing the strategy to obtain the mentioned support to the ICAO position will be reflected in the success to obtain the support to the ICAO position for protecting in an efficient manner the interest of the civil aviation frequency spectrum. This in turn would enable the implementation of new ICAO systems such as those contemplated in the CNS/ATM system concept, as well as the protection of current aviation systems for a foreseeable transition period.

## 2. Analysis of the strategy

2.1 ICAO has prepared a long-term strategy for establishing and promoting the ICAO position for future ITU WRC's. The strategy in response to Resolution A32-13, included as **Appendix A**, has been developed by the AMCP panel and was approved by the Air Navigation Commission and the ICAO Council. In this regard, it should be noted that the basis of the frequency spectrum requirements are contained in the *Global Air Navigation Plan for CNS/ATM systems* (Doc.9750). The mentioned strategy is aimed at supporting the mentioned frequency spectrum requirements. These requirements, as approved by the Council, are contained in *The Handbook on Radio Frequency Spectrum Requirements for Civil Aviation including Statement of Approved ICAO Policies* (Doc. 9718, 2<sup>nd</sup> edition).

2.2 The strategy, approved by the ICAO Council, is contained in **Appendix B** to this working Paper. It includes the procedures used to develop the ICAO position and those related to obtain the corresponding support of the same. As an important matter, it should be also noted that, as part of the strategy, the holding of regional coordination meetings is contemplated, considering the possibility to convene these meetings together with the meetings of the AMCP WGF. The role of the PIRGs such as GREPECAS should be also considered as an important input to encourage the support to the ICAO position.

2.3 In considering Appendix B, the meeting should also note the importance of the current trends in spectrum management, which are heavily influenced by the role of the communication private sector.

## 3. Action proposed

3.1 The meeting is invited to note Appendix B.

-----

**A32-13: SUPPORT OF THE ICAO POLICY ON RADIO FREQUENCY  
SPECTRUM MATTERS**

*Whereas* ICAO is the specialized agency of the United Nations responsible for the safety, regularity and efficiency of international civil aviation;

*Whereas* ICAO adopts international Standards and Recommended Practices (SARPs) for aeronautical communications systems and radio navigation aids;

*Whereas* ITU is the specialized agency of the United Nations regulating the use of the radio frequency spectrum;

*Whereas* the ICAO position, as approved by the Council, for ITU World Radiocommunication Conferences (WRCs) is the result of the coordination of international aviation requirements for radio frequency spectrum;

*Recognizing* that the development and the implementation of the CNS/ATM systems and the safety of international civil aviation could be seriously jeopardized unless aviation requirements for allocations of radio frequency spectrum are satisfied and protection of those allocations is achieved;

*Recognizing* that support from ITU member administrations is required to ensure that the ICAO position is supported by the WRC and that aviation requirements are met;

*Considering* the urgent need to increase such support due to the growing demand for spectrum and aggressive competition from commercial telecommunications services;

*Considering* the increased level of ITU WRC preparation activities associated with the biennial WRC regime;

*Considering* Recommendations 7/3, 7/5 and 7/6 of the Special Communications/Operations Divisional Meeting (1995) (SP COM/OPS/95);

*The Assembly:*

1. *Urges* Contracting States and international organizations to support firmly the ICAO position at WRCs and in regional and other international activities conducted in preparation for WRCs by the following means:

- a) undertaking to provide for aviation interests to be fully integrated in the development of their positions presented to regional telecommunications fora involved in the preparation of joint proposals to the WRC;
- b) including in their proposals to the WRC, to the extent possible, material consistent with the ICAO position;

- c) supporting the ICAO position at WRC-2000 to retain the frequency band 1 559-1 610 MHz for exclusive use by the Aeronautical Radionavigation Service and the Radionavigation Satellite Service;
  - d) undertaking to provide aviation authorities to fully participate in the development of States' positions; and
  - e) ensuring, to the maximum extent possible, that their delegations to WRCs include representatives of their civil aviation administrations or other officials who are fully prepared to represent aviation interests;
2. *Requests* the Secretary General to bring to the attention of ITU the importance of adequate radio frequency spectrum allocation and protection for the safety of aviation; and
3. *Instructs* the Council and the Secretary General, as a matter of high priority within the budget adopted by the Assembly, to ensure that the resources necessary to support increased participation by ICAO to international and regional spectrum management activities are made available.

-----

## **STRATEGY FOR ESTABLISHING AND PROMOTING THE ICAO POSITION FOR FUTURE ITU WORLD RADIOCOMMUNICATION CONFERENCES**

This document presents a long-term strategy for establishing and promoting the ICAO position for future ITU World Radiocommunication Conferences (WRC) with a view to securing support to the ICAO position from ITU Administrations and relevant international organizations.

### **1. BASIS FOR THE ICAO POSITION**

1.1 The ICAO position is developed on the basis of current and future aviation requirements for radio frequency spectrum, taking into account the expected growth in air traffic and the development of new technologies.

1.2 The long-term implementation strategy contained in the *Global Air Navigation Plan for CNS/ATM Systems* (Doc 9750) forms the basis for the spectrum requirements.

1.3 The ICAO policy on radio frequency spectrum requirements, as approved by the Council, is contained in the *Handbook on Radio Frequency Spectrum Requirements for Civil Aviation including Statement of Approved ICAO Policies* (Doc 9718, 2nd edition).

1.4 The framework for the development and support of the ICAO position is contained in Assembly Resolution A32-13.

### **2. DEVELOPMENT OF THE ICAO POSITION**

2.1 The ICAO position for a WRC is established as early as possible after the agenda for that WRC is established. The position presents the ICAO views on all agenda items of interest to international civil aviation on the agenda of the WRC, with particular regard to the impact on safety, regularity and efficiency of flight. Technical and operational information is provided as required to support the position.

2.2 The focal point on all aspects related to the development of the ICAO position for the ITU WRCs is the Aeronautical Mobile Communication Panel (AMCP), through its Working Group F. The GNSSP is responsible for developing material related to the use of GNSS elements, in coordination with AMCP as required.

2.3 Throughout the development of the position, proper coordination with and involvement of the ICAO regional offices is required. Their involvement enables the incorporation of specific regional requirements and helps achieve improved support at the regional and national level.

2.4 The draft ICAO position developed by the AMCP is reviewed by the ANC and sent to States and relevant international organizations for comments. The comments are reviewed by the ANC and a consolidated ICAO position is submitted by the ANC to the Council for approval.

2.5 After approval by the Council, the ICAO position is sent to States for use in the coordination

process leading to the development of national positions. The ICAO position is also submitted as an information paper to the ITU WRC.

2.6 Following the development of the ICAO position, consequential amendments to policy statements contained in *Handbook on Radio Frequency Spectrum Requirements for Civil Aviation* are developed for approval by the Council.

2.7 Any subsequent developments arising from ICAO and ITU activities in preparation for the WRC are considered by the Council with a view to updating the ICAO position as necessary.

### **3. SUPPORT TO THE ICAO POSITION**

3.1 Assembly Resolution A32-13 shall be fully implemented so as to secure support from States to the ICAO position and ensure that the resources necessary to support increased participation by ICAO to international and regional spectrum management activities are made available.

3.2 In addition to being submitted to States (paragraph 3.5 refers), the ICAO position is also disseminated, as early as possible, to the regional telecommunication organizations involved in the development of regional positions for the ITU Conference. Presentation of the position and follow-up is provided by the relevant ICAO regional offices, with assistance from Headquarters as required.

3.3 ICAO contributes to the WRC preparatory activities conducted by ITU (meetings of relevant ITU-R Study Groups and ITU Conference Preparatory Meetings) by submitting additional technical papers supporting the ICAO position.

3.4 Close coordination and cooperation with other aviation organizations participating in the Conference, such as IATA, needs to be maintained. Also coordination with other specialized agencies of the UN on issues of common interest is required to broaden the support to specific elements of the ICAO position.

3.5 Regional ICAO coordination meetings to present and discuss the ICAO position should be organized as required. These meeting could be held in conjunction with the meetings of AMCP Working Group F.

### **4. NEW TRENDS IN SPECTRUM MANAGEMENT**

4.1 In the application of the strategy outlined above, a number of new trends influencing the allocation of spectrum today and in the future need to be taken into account. Such trends, which may affect the availability of adequate and protected spectrum for aviation, include:

- a) the increased role of the private sector in the work of the ITU;
- b) the increased economic value of spectrum for certain applications;
- c) the increased availability of radio devices that do not require licensing by radiocommunication authorities; and
- d) the increased pressure for sharing aeronautical spectrum with non-aeronautical services.

4.2 The increased role of the private sector in the ITU has had an adverse impact on the influence of inter-governmental bodies such as ICAO. This situation should be addressed in the context of an ITU Plenipotentiary Conferences (the next one is scheduled for 2002), with a view to strengthening the role of ICAO in ITU.

4.3 The economic value of spectrum allocated to certain applications can exceed by far the economic value of aeronautical applications of the same spectrum. This has recently been demonstrated by the results of the “spectrum auctions” conducted in several countries to support future commercial mobile multimedia systems. This situation requires aviation to identify clearly the need and economic value of required spectrum in certain bands and to consider innovative approaches to guarantee the required level of safety service availability.

4.4 Technical trends such as the ones mentioned in 4.1 c. and d. above have the potential of increasing interference levels to aeronautical systems and must therefore be carefully assessed on a case-by-case basis. A comprehensive investigation of interference levels and available margins in all aeronautical bands needs to be conducted urgently.

- END -