



Agenda Item 2: Follow-up to the implementation status of the performance based navigation systems plans for the CAR and SAM Regions and to the latest amendments to the ATM- and CNS-related SARPS

STATES' SUPPORT TO THE ICAO POSITION FOR THE ITU RADIO COMMUNICATION CONFERENCE 2012 (WRC-2012)

(Presented by the Secretariat)

SUMMARY

This paper presents the results of the ICAO NAM/CAR/SAM Regional Preparatory Meeting (NCSRPM) for ITU WRC-2012, aimed to guide the States' support to the ICAO position for the ITU Radio Communication Conference 2012 (WRC-2012). Recommendations were formulated for States' follow-up and coordination with ICAO as explained in the suggested actions to this working paper.

References:

- ICAO Assembly resolution A36-25;
- NACC/DCA/3 Meeting Report;
- GREPECAS/15 Meeting Report;
- Performance Objective No. 11 – *Protection and optimum use of radiofrequency spectrum* of the NAM/CAR Regional Performance-Based Air Navigation Implementation Plan (NAM/CAR RPBANIP);
- ICAO NAM/CAR/SAM Regional Preparatory Meeting (NCSRPM) for ITU WRC-2012.

Strategic Objective(s)

*This working paper is related to Strategic Objectives
A – Safety
D – Efficiency*

1. Introduction

1.1 The radio frequency spectrum is a scarce natural resource with finite capacity limits and for which demand is constantly increasing. The availability of the necessary radio frequency spectrum is a critical aspect for safety of civil aviation and the effective implementation of existing and future communications, navigation and surveillance systems and air traffic management.

1.2 Radio frequency spectrum congestion imposes on all users the duty of spectrum-efficient operation. The adequate allotment/assignment of frequencies for aeronautical national/international use, based on regional agreements and coordinated between States and ICAO, is an indispensable task for the optimum use of radio frequency spectrum and safety of aviation operations.

1.3 Due to the importance of this matter, States and Territories adopted ICAO Assembly Resolution A36-25 – *Support of the ICAO policy on radio frequency spectrum matters (Appendix A)*. In this regard, the GREPECAS/15 Meeting formulated Conclusion 15/46 – *CAR/SAM Regional Action Plan for the Preparation and Support of the ICAO Position for WRC-11*. Similarly, the Third Meeting of North American, Central American and Caribbean Directors of Civil Aviation (NACC/DCA/3) agreed on Conclusion 3/6 – *NAM/CAR States Support to the ICAO Position for the ITU WRC-11*.

1.4 Following these conclusions, a list of State points-of-contact (PoC) was prepared to facilitate the WRC-2012 coordination issues between ICAO and States. The current version of the WRC-2012 PoC list for the CAR and SAM Regions is presented as **Appendix B**. In addition, Performance Objective No. 11 – *Protection and optimum use of radiofrequency spectrum* was agreed under the NAM/CAR Regional Performance-Based Air Navigation Implementation Plan (NAM/CAR RPBANIP).

1.5 With the aim of guiding States in the necessary preparation to support the ICAO position at WRC-2012, ICAO convened the NAM/CAR/SAM Regional Preparatory Meeting (NCSRPM) for ITU WRC-2012.

2. Discussion

2.1 The ICAO NAM/CAR/SAM Regional Preparatory Meeting (NCSRPM) for ITU WRC-2012, with the support of the Aeronautical Communication Panel (ACP), which was held in the ICAO North American, Central American and Caribbean (NACC) Regional Office, Mexico City, Mexico, from 21 to 22 April 2010. The Meeting was attended by 13 States/Territories from the ASIA/PAC, CAR, EUR, NAM and SAM Regions, 1 International Organisation and 1 industry partner, totalling 26 delegates. The presentations and reference documentation for this event are available on the ICAO NACC Regional Office Webpage (<http://www.mexico.icao.int/Meetings/NCSRPM.html>).

2.2 The NCSRPM Meeting had the following objectives:

- a) provide a forum for the understanding and practice of aeronautical radio frequency spectrum management;
- b) provide information on the ICAO position for the ITU World Radiocommunication Conference 2012 (WRC-2012); and
- c) discuss and organize preparatory State activities in support of the ICAO position for the ITU WRC-2012 and its related meetings.

2.3 The exchange of ideas during the NCSRPM Meeting resulted in several recommendations formulated by the ACP and a summary of discussions was prepared. The Summary of Discussions is shown in **Appendix C**. These recommendations were:

- a) States, that have not yet designated their WRC-2012 PoC, should urgently make the designation to ICAO.
- b) To carry out the support to the ICAO Position for WRC-2012, PoCs should coordinate with their National Radiofrequency Spectrum Management Authority and participate effectively in the national and regional level Conference Preparatory Group Meetings organized for WRC-2012.
- c) States should review the existing COM available lists on the ICAO NACC Regional Office Website to confirm the use of the frequencies assigned, and notify ICAO of any update to this information.

- d) If not yet implemented, States should formalize a mechanism or procedure with their National Radiofrequency Spectrum Management Authority for the detection and resolution of unauthorized transmissions causing interference to aeronautical services.

2.4 The NCSRPM Meeting concluded that the support of the ICAO Position for WRC-2012 can only be achieved through a national and regional effort with the active participation of the civil aviation administrations in coordination with their National Radiofrequency Spectrum Management Authorities, recognizing the active involvement and participation of the entire aviation community from all the ICAO regions.

2.5 In addition to the promotion to the ICAO position for WRC-2012, the ICAO Regional Offices continue with the regional process of registering the use of frequencies within the aeronautical band, as established by Annex 10, the CAR/SAM Air Navigation Plan, and Doc 9718. In this sense, the COM1, COM2 and COM3 frequency designation lists are available at the web site of each Regional Office, for follow-up and consideration by CAR/SAM States and users.

2.6 The fifth edition (2010) of Doc 9718 - *Handbook on Radio Frequency Spectrum Requirements for Civil Aviation including statement of approved ICAO policies*, includes the policy approved by ICAO at the ITU WRC-2007, as well as the detailed ICAO position for WRC-2012. To this follow-up for 2011, a review and contact by the ICAO Regional Offices with the corresponding PoCs is foreseen, for the follow-up that they have carried out with their respective national authorities for the management of the radiofrequency spectrum, as well as the following immediate actions to take near the holding of WRC-2012.

3. **Suggested actions**

3.1 The meeting is invited to:

- a) take note of the Assembly resolution A36-25 regarding the States' actions as shown in paragraph 1.3 and Appendix A;
- b) review, update or complete the PoCs list contained in Appendix B as detailed in paragraph 1.4;
- c) take note of the summary of discussions and recommendations of the NCSRPM Meeting as explained in section 2 and in Appendix C;
- d) inform on States' implementation activities according to the recommendations of the NCSRPM Meeting as detailed in paragraphs 2.3 and 2.4;
- e) review and inform of any changes to the updating of frequency designation detailed in paragraph 2.5; and
- f) take note of Doc 9718, 5th Edition, as detailed in paragraph 2.5.

APPENDIX A

A36-25: 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 the International Telecommunication Union (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 communications, navigation, and surveillance/air traffic management (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 growing demand for bandwidth from all users of the radio frequency (RF) spectrum, as well as the increased importance of the development of regional positions by regional telecommunication bodies such as APT, ASMG, ATU, CEPT, CITEL and RCC¹;

Considering Recommendations 7/3 and 7/6 of the Special Communications/Operations Divisional Meeting (1995) (SP COM/OPS/95) as well as Recommendation 5/2 of the Eleventh Air Navigation Conference (2003);

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;

¹ APT: Asia-Pacific Telecommunity; ASMG: Arab Spectrum Management Group; ATU: African Telecommunications Union; CEPT: the European Conference for Posts and Telecommunications; CITEL: Comisión Interamericana de Telecomunicaciones; RCC: Regional Commonwealth in the field of Communication.

- b) including in their proposals to the WRC, to the extent possible, material consistent with the ICAO position;
- c) supporting the ICAO position and the ICAO policy statements at ITU WRC's as approved by Council and incorporated in the Handbook on Radio Frequency Spectrum Requirements for Civil Aviation (Doc 9718);
- d) undertaking to provide experts from their civil aviation authorities to fully participate in the development of States' and regional positions and development of aviation interests at the ITU; and
- e) ensuring, to the maximum extent possible, that their delegations to regional conferences, ITU study groups and WRCs include experts from their civil aviation authorities or other aviation 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 in international and regional spectrum management activities are made available.

4. *Declares* that this resolution supersedes Resolution A32-13.

APPENDIX B / APÉNDICE B

POINTS OF CONTACT OF THE CAR REGION TO COORDINATE WRC-2012 MATTERS
PUNTOS DE CONTACTO DE LA REGIÓN CAR PARA COORDINAR ASUNTOS RELATIVOS AL CMR-2012

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POINTS OF CONTACT OF THE SAM REGION TO COORDINATE WRC-2012 MATTERS
PUNTOS DE CONTACTO DE LA REGIÓN SAM PARA COORDINAR ASUNTOS RELATIVOS AL CMR-2012

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APPENDIX C

SUMMARY OF DISCUSSIONS OF THE ICAO NAM/CAR/SAM REGIONAL PREPARATORY MEETING (NCSRPM) FOR ITU WRC-2012

1. The Meeting reviewed the ICAO Position for the ITU World Radiocommunication Conference 2012 (WRC-2012), planned to be held from 23 January to 17 February 2012 in Geneva, Switzerland.
2. Radio frequencies are required for CNS services, and availability of well-protected radio frequencies was recognized as being essential for the safety, regularity and efficiency of air navigation.
3. The meeting was briefed about the last WRC, held in November 2007, and its satisfactory outcome for civil aviation requirements due to the active participation of the States and ICAO.
4. Support of the ICAO Position for WRC-2012 can only be achieved through a national and regional effort with the active participation of the civil aviation administrations in coordination with their telecommunication regulatory authorities. The meeting recognized that active involvement and participation of the entire aviation community from all the ICAO regions is needed in the preparation for ITU WRC-2012.
5. It was therefore stressed that points-of-contact (PoCs) for the WRC-2012 in the States should continue their active involvement in the issue and should ensure that the ICAO Position on the WRC-2012 Agenda Items of interest to civil aviation is reflected in the national and regional positions.
6. The current list of PoCs from States to support the ICAO Position for the WRC-2012 is still not complete with all the CAR/SAM States. The need for the nominated PoCs to be thoroughly familiar with the ICAO Position and participate effectively in the national and regional level Conference Preparatory Group Meetings organized for WRC-2012 was repeatedly stressed.

Recommendation: States, that have not yet designated their WRC-2012 PoC, should urgently make the designation to ICAO.

Recommendation: To carried out the support to the ICAO Position for WRC-2012, PoCs should coordinate with their National frequency management spectrum Authority and participate effectively in the national and regional level Conference Preparatory Group Meetings organized for WRC-2012

7. The Meeting recognized the importance for States to base their WRC-2012 effort with the support of the ICAO 'Handbook on Radio Frequency Spectrum Requirements for Civil Aviation' (Doc 9718) and of the ICAO final position for WRC-2012 (Reference State Letter E 3/5-09/61 dated 30 June 2009).
8. In the description of the ICAO Position for the WRC-2012, the Meeting noted that some of the WRC-2012 discussion agenda items, are direct or potential threats to civil aviation, and that the ICAO position is intended to ensure that decisions by the WRC do not compromise the safety of civil aviation, and do not conflict with ICAO SARPs.

9. The Meeting recognized that ICAO does not oppose, in principle, to sharing spectrum with other services, as long as the sharing does not compromise safety of operations and is justified by appropriate studies.
10. The Meeting recalled that the CAR/SAM Civil Aviation Authorities are aware of the importance of supporting the ICAO position as agreed in GREPECAS Conclusion 15/46 and NACC/DCA Conclusion 3/6.
11. The adequate allotment/assignment of frequencies for national or international aeronautical use, according to regional agreements and in a coordinated manner between States and ICAO, is a important task to optimize the use of aeronautical radio spectrum and for safety.
12. The Meeting was briefed on the CAR/SAM frequency assignment topics and availability of frequency assignment COM lists. Also, it was informed that several of the current frequency assignments of the COM lists needed to be reviewed by the States.

Recommendation: States should review the existing COM lists available on the ICAO Regional Office Websites to confirm the use of the frequencies assigned, and notify ICAO of any update to this information.

13. Mexico presented to the meeting the advances achieved by the CNPMEX/CMR-12 team formed by the Mexico Civil Aviation Authority (DGAC), *Servicios a la Navegación en el Espacio Aéreo Mexicano* (SENEAM), *Dirección General de Política de Telecomunicaciones y de Radiodifusión* (DGPTR) and *Comisión Federal de Telecomunicaciones* (COFETEL). In addition, the Meeting took note of how the WRC-12 Agenda Items are being managed through the four working groups of the CNPMEX/CMR-12 team.
14. The Meeting recalled that Assembly Resolution A36-25, urges States 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 and the ICAO policy statements at ITU WRCs as approved by Council and incorporated in the *Handbook on Radio Frequency Spectrum Requirements for Civil Aviation* (Doc 9718);
 - d) undertaking to provide experts from their civil aviation authorities to fully participate in the development of States' and regional positions and development of aviation interests at the ITU; and
 - e) ensuring, to the maximum extent possible, that their delegations to regional conferences, ITU study groups and WRCs include experts from their civil aviation authorities or other aviation officials who are fully prepared to represent aviation interests;

15. The Meeting noted that the latest version (Version 5) of the Handbook on Radio Frequency Spectrum Requirements for Civil Aviation (Doc 9718), is now available in the digital format as an unedited version, and whose hard copy will be available shortly. Chapter 7 of the document contains an overview of all frequency allocations, details and policies of allocations for civil aviation.
16. The Meeting discussed the frequency harmful interference issues and exchanged information on how this issue is managed on each State. It was recognized that the coordination with and participation of the National Spectrum Management Authority is important for solving these interferences issues particularly the ones caused by or involving non aeronautical parties.

Recommendation: If not yet implemented, States should formalize a mechanism or procedure with their national Spectrum Management Authority for the detection and resolution of unauthorized transmissions causing interference to aeronautical services.