INTERNATIONAL CIVIL AVIATION ORGANIZATION

First Meeting of the Africa - Indian Ocean Aviation System Planning and Implementation Group (AASPG/1)

Libreville, Gabon, 3 - 7 November 2025

Agenda Item 4: Implementation of Safety and Air Navigation Goals, Targets and Indicators, including Priorities Set in the Regional Aviation Safety and Air Navigation Plans

Preparation for the Participation in ITU World Radiocommunication Conferences

(Presented by Cameroon)

SUMMARY	
This paper proposes that ICAO establishes a collaborative framework in the AFI region for matters relating to the protection of the aeronautical spectrum, so that experts from Member States can gain a thorough understanding of the issues and challenges involved in preparing for the World Radiocommunication Conferences. This paper prompts from the observation that the AFI Region States have participated little in deliberations on the aeronautical spectrum at recent WRCs and that there is growing pressure from other radiocommunication services for new frequency band allocations to the detriment of aeronautical services. The action by the Meeting is in **paragraph 3**.	
REFERENCE(S)	- ICAO Annex 10, vol. 5 - ICAO Doc 9718, vol. 1 - Report of the 42nd ICAO Assembly - APIRG/16 Conclusion 16-32
Strategic goals	A- Safety B- Air Navigation Capacity and Efficiency

1. INTRODUCTION

1.1. A resolution was adopted at the 42nd ICAO Assembly to encourage States to support ICAO's position in preparation for the ITU World Radiocommunication Conferences (WRC). However, there has been low participation by civil aviation experts in this work.

1.2. This working paper examines the causes of this low participation and proposes solutions.

2. DISCUSSION

Preparation Process for World Radiocommunication Conferences (WRC)

2.1. The WRCs agree on the allocation of radio frequency bands to be used for aeronautical communications and radionavigation, and this allocation is then incorporated into the ITU Radio Regulations.

2.2. The position promoted by ICAO is based on the current and future radio frequency requirements of aviation. It takes into account the projected growth in air traffic and the development of new technologies. The long-term implementation strategy as defined in the Global Air Navigation Plan (Doc 9750) forms the basis for spectrum requirements.

2.3. The ICAO draft position is developed by the Frequency Spectrum Management Panel (FSMP) and reviewed by the Air Navigation Commission. It is then circulated to interested States and international organisations for comments. The Commission shall examine these comments and then submit an overall position for the Council's approval.

2.4. Once approved by the Council, the ICAO's position is communicated to States for integration into the coordination process leading to the development of national positions. ICAO's position is also submitted to the WRC in the form of an information note.

Diagnosis

2.5. The ICAO Assembly, in its Resolution A42-X titled 'Support for ICAO Radio Frequency Spectrum Policy', urges Member States, international organisations and other civil aviation stakeholders to strongly support ICAO's spectrum strategy and ICAO's position at WRCs and other regional and international activities in preparation for WRCs:

- by supporting ICAO activities relating to frequency spectrum strategy and policy within the framework of expert group meetings and regional planning groups;
- by pledging to ensure that aeronautical interests are fully integrated into the development of their positions presented at regional telecommunications forums involved in the preparation of joint proposals for the WRCs;
- by supporting the ICAO position and policy statements approved by the Council at the ITU WRCs;
- by ensuring, as much as possible, that their national delegations to regional conferences, ITU study groups and WRCs include experts from their aviation authorities and other civil aviation stakeholders who are well prepared to represent aviation interests.

2.6. The resolution also encourages Member States to 'actively engage with their radio regulatory authorities with a view to incorporating aviation interests alongside other national interests, particularly in preparation for and during ITU World Radiocommunication Conferences.'

2.7. However, the limited participation of civil aviation experts from States in the AFI region in the preparatory work for WRCs is a recurring concern. This is particularly concerning given that the frequency bands most sought after by other sectors are largely exploited by the states of the AFI region.

2.8. The reasons for this low participation may be as follows:

- Civil aviation authorities are not competent to coordinate preparations for the WRCs at national level and may not be involved in them.
- Most civil aviation authorities do not manage the aeronautical frequency spectrum in their countries and are therefore not aware of the day-to-day issues relating to aeronautical spectrum management.
- The AFI Region States are under-represented in the ICAO Frequency Spectrum Management Panel (FMSP).
- Coordination between States takes place solely during ITU regional preparatory meetings, at which aeronautical issues account for only a small proportion of the topics discussed.

2.9. Conclusion 16/32 of APIRG/16 established the AFI Frequency Management Group, one of whose tasks was to prepare for the WRCs. Such a coordination framework should be re-established, with revised terms of reference, in order to encourage more active participation by States, possible assistance of some States and more effective coordination, in line with ICAO Assembly Resolution A42-X on this matter.

3. ACTION BY THE MEETING

3.1. The meeting is invited to:

a) Take note of the content of this working paper;
b) Encourage ICAO to establish a working group for frequency management in the AFI region;
c) Encourage Civil Aviation Authorities to be more involved in issues relating to the protection of the aeronautical spectrum during preparations for WRCs at national and regional levels.