

**Approach as discussed by
Regional Preparatory Meeting for WRC 2015**

1. The proposed approach is phased in 3 stages:

Stage 1: Identify VHF voice communications new needs and current limitations

- a- Draft a project planning for stages 1, 2 and 3
- b- Gather new operational needs from Member States in terms of frequencies (and associated context: airspace or routes restructuration, new facilities etc) in the next 5 years short (2014-2019) and trends beyond mid and long terms 2020
- c- Identify current limitations with continuity of the current 25kHz spacing

Stage 2: Identify Solutions

- a- Simulate with the global database how ~~this~~ this could meet the needs could be done based on 25 ~~KHz~~ kHz spacing, and the new ICAO global frequency manager software tool and Handbook volume II provisions
- b- For limitations (potential interferences detected through the tool) with neighboring States, identify solutions ~~with neighboring States~~ using the ICAO global frequency manager software tool, ~~based on the new ICAO frequency manager software tool and Handbook volume II provisions~~
- c- If the need for 8.33 KHz ~~kHz~~ spacing is ~~needed~~ identified, study impacts on operations (including ~~airspace users, ATC procedures and technical systems and ground installations~~) in the considered airspace and ~~outside~~ in the adjacent airspace to ensure continuous/seamless operations to the best extent possible
Lessons learnt from Europe 8.33khz transition will be reviewed and considered.
~~e-~~
- d- Optionally, Consult ~~consult~~ with relevant national frequency authorities ~~for~~ about the feasibility of 25 kHz spacing continuity or 8.33 kHz spacing implementation
- e- Draft a high level implementation plan for continuity of 25 kHz spacing or implementation of 8.33 kHz spacing
If 8.33 ~~KHz~~ kHz spacing is needed, the draft implementation plan should focus on a detailed description of airspaces within which 8.33 kHz channel spacing requires to be introduced and transition provisions needed for airlines, ANSP and CAA as necessary, both at regulatory and operational levels.
Lessons learnt from Europe 8.33Khz transition may be beneficial in that regard.
- f- Review and update the project planning stage 3 in view of according to the proposed solutions
- g- Develop recommendations for CNS SG

Stage 3: Implement in a coordinated manner

- a- ~~Refine~~ Finalise the implementation plan taking ~~into account~~ comments from CNS SG/other concerned groups into considerations
- b- ~~If no 8.33 KHz spacing is needed,~~ States implement the new assignments in a coordinated manner (ANSP, CAA, national frequency Authorities) in line with the implementation plan and VHF new assignments are reflected in the global database
- c- ~~If 8.33 KHz spacing is needed, States implement the new assignments according to the implementation plan, including transition provisions needed for airlines, ANSP and CAA as necessary~~

2. A report should be delivered after Stages 1 and 2 are completed for consideration by the CNS Sub Group, and before proceeding to the stage 3.