



International Civil Aviation Organization

FIRST MEETING OF SPECTRUM REVIEW WORKING GROUP (SRWG/1)

Bangkok, Thailand, 26 – 27 June 2014

Agenda Item 4: Review of new Operational needs in VHF communications from States for 2014-2018

AERONAUTICAL SPECTRUM IN VHF BANDS IN JAPAN

(Presented by Japan)

SUMMARY

This paper presents an introduction of VHF frequency allocation including future plan in Japan and brief comments for 3 stage approach to implement 8.33 kHz channel spacing.

Action by the meeting is in Paragraph 3

1. INTRODUCTION

1.1 There is no specific plan to introduce 8.33 kHz channel spacing in VHF band in Japan in the foreseeable future, at least until 2018. But VHF band is getting congested especially for Aeronautical Operational Communication (AOC) in Japan. If more AOC channels would be requested to assign in VHF band in the future, new channels may be assigned by 8.33 kHz spacing between current channels assigned by 25 kHz spacing for AOC. Restructuring airspace in the future would be considered as another factor to increase Air Traffic Communication (ATC) channels. Therefore, JCAB believes the introduction of 8.33 kHz channel spacing is one of options to be chosen in case that VHF band is overly congested in Japan in the future, and is very interested in APAC initiatives to address shortage of VHF frequencies in Asia Pacific Region.

About Relation ATT4-1

JCAB needs some additional frequencies for restructuring airspace in the future. But channels for ATC will be assigned by 25 kHz spacing.

1.2 JCAB thinks that proposed three stage approach discussed by WP/2 at RPG for WRC-15 would be useful for States/Administrations, and ICAO's support tools such as "frequency management software tools" and "database" would facilitate to identify solutions and coordinate with neighbouring States, and/or would be useful to manage new assigned frequency appropriately.

2. DISCUSSION

2.1 According to WP/2 submitted to RPG for WRC-15, several coordination processes with national frequency authorities are included in 3 stage approach to address the new operational needs as "consult relevant national frequency authorities" in d) of the stage 2 and "in a coordinated manner (ANSP, CAA, national frequency authorities)" in c) of the stage 3. JCAB appreciates those as very important processes.

For frequency allocation in VHF and other frequency bands, the differences of administrative structure of each State should be taken into account, as some states don't have or partially have responsibility for allocation of frequency.

In Japan the affair of allocation of frequency has been charged by Ministry of Internal Affairs and Communications (MIC). MIC is the Radio Administrator in Japan.

JCAB is just in a position to request the required amount of VHF Radio Frequencies to MIC as one of users (or ANP) of frequencies.

Therefore, it is important to involve national frequency authorities in some processes to identify and implement solutions to address the shortage of VHF frequencies.

2.2 JCAB has been interested in the frequency management software tool because it would be expected as a common tool among relevant States to use for allocation of frequencies. However, the current tool uploaded on ICAO ACP webpage cannot be used for us because it works on non-supported obsolete OS (Win XP).

The OS of tool should be updated to current available OS, and frequency manager software tool should be managed appropriately.

And, according to IP/XX submitted to RPG for WRC-15, Frequency Finder is on Website <http://gis.icao.int/ff1/ff1.php> . But this URL is not available now.

2.3 The Global Database proposed by ICAO is not known well among States and the difference from MIFR that is being considered by ITU. JCAB is concerned about the discrepancy of data or mismatched data between ICAO's Global Database and ITU's MIFR. Therefore, the relations between them should be made clear, and the way to ensure the data consistency between them should be considered.

3. ACTION BY THE MEETING

3.1 The SRWG is invited to:

- a) recognize the importance of the consulting and/or coordinating with relevant national frequency authorities in the stage of identifying solutions and implementing the new assignment of VHF frequencies;
- b) consider how frequency manager software tool is managed appropriately; and
- c) make clear the relations between Global database to be provided by ICAO and MIFR to be considered by ITU, and to consider the way to ensure consistency of data between them, as necessary.
