Thirty-third MEVA Technical Management Group Meeting (MEVA/TMG/33)
Willemstad, Curaçao, 29 – 31 May 2018

Agenda Item 4: **ICAO Position for the International Telecommunication Union World Radiocommunication Conference 2019 (ITU WRC-19)**
4.3   Activities for 2018 and 2019

ICAO WRC-19 POSITION UPDATE

(Presented by the Secretariat)

EXECUTIVE SUMMARY
This working paper presents update of the relevant information about the Radiocommunication Conference 2019 (ITU-WRC-19).

Action:	Suggested actions are listed in Section 3.
Strategic Objectives:	• Safety • Air Navigation Capacity and Efficiency
References:	• ICAO NAM/CAR/SAM Regional Preparatory Group (RPG) Workshop for the International Telecommunications Union World Radiocommunication Conference (ITU WRC-2019) (RPG/ITU WRC-2019), Mexico City, Mexico, 6 – 7 February 2018. • Sixth Working Group Meeting of the Frequency Spectrum Management Panel (FSMP-WG/6), Mexico City, Mexico, 8– 15 February 2018

1.   Introduction

1.1   The highest level of Spectrum Management takes place at the ITU World Radiocommunication Conferences (WRC), held every four years with the objective to provide maintenance of the International provisions for Spectrum Management, contained in the ITU Radio Regulations (RR), this includes maintenance of the Table of Frequency Allocations.

1.2   As consequence of this, the aviation frequency managers need to develop, and lobby for an aviation position on frequency spectrum use, before the WRC.

1.3   The Aeronautical Frequency Spectrum Management requires coordination of aviation position for ITU World Conference:

1. National level: National position is developed and co-ordinated by the National Frequency Spectrum authority. Aviation is but one of many users that lobby for attention.
2. At the regional level: for National telecommunications authorities with the objective to coordinate their position through regional organizations. Aviation representatives may not be allowed to speak up as the National Frequency Spectrum Authority has only "one official position". ICAO is allowed to participate.
3. At the international level: National telecommunications authorities (and Regional) coordinate their position through the ITU-R Study Groups. Although aviation may be represented in the national delegations, they may not be allowed to speak up, as the national delegation has only "one official position".

1.4   The Management and Defense of Aviation Frequency Spectrum are making thought:

- ICAO Frequency Spectrum Strategy: High level vision on existing and future spectrum requirements in support of the evolving CNS systems and infrastructure requirements
- ICAO Frequency Policy Statements: Statements of official policy on each and every frequency band used by aeronautical systems for the provision of CNS
- ICAO Position for WRC: ICAO Position on the specific agenda items of the upcoming ITU WRC to ensure that aeronautical requirements and safety concerns are met.

1.5   The ICAO position for the WRC-19 is based in the following principles:

- To ensure that the ITU Radio Regulations do not compromise the safety of civil aviation
- The ITU Radio Regulations shall not be in conflict with ICAO Standards and Recommended Practices
- The frequency allocations to aeronautical safety services shall be protected in conformity with internationally agreed requirements. Changes to frequency allocations need to be supported by adequate studies in the ITU-R Sector or in ICAO, as appropriate.

1.6   Importance of WRC-19 Agenda Items of particular importance to ICAO:

- WRC-19 Agenda Items 1.10 and 9.1 (sub-item 4)
- Agenda Items 1.7, 1.8, 1.9, 1.11, 1.12, 1.13, 1.14, 1.16, 4, 8, 9.1 (issue9.1.3), 9.1 (issue 9.1.6) and 10.
- WRC-19 Agenda items with no expected impact: 1.1, 1.2, 1.3, 1.4, 1.5, 1.6, 1.15, 2, 3, 5, 6, 7, 9.1 (issue 9.1.1), 9.1 (issue 9.1.2), 9.1 (issue 9.1.5), 9.2 and 9.3.

2.   Discussion

2.1   It is necessary that all States take action to ensure that the radio spectrum used for current and future air navigation services is available. In this sense, the region must ensure that it integrates standardization and harmonization criteria for the protection of the frequencies necessary for air navigation systems and communications, including air-to-air and air-to-ground systems, in addition to the frequencies required by our users, Airlines.

2.2	In addition, the region faces new global challenges and users of aviation that must share the radioelectric spectrum, as an example, we have regions working in the allocation and regulation of the radio spectrum of the Unmanned Aircraft Systems (UAS) or drones, Increasing threat to meteorological radars in the 5600-5650 MHz band, Civil/Military systems operating in the same sprectrum.

2.3	The lack of regional planning can be an unfavorable factor to face the challenges of the future.

2.4	The ITU conference and ITU regulation development has a cycle, every four years. The previous Conference was in 2015. In 2019 there is another one. There are States that are working in the agenda and position for the Conference that will be on 2023.

2.5	In that sense, it is necessary that the CAR Region has an active participation that allows to protect and certify the availability of the frequencies that aviation needs in the region.

2.6	The Secretariat emphasized the importance of the protection and continuous evaluation of the radio electric spectrum for the use of aviation and the need to have a regional working group to follow up on these issues, create guidelines based on ICAO regulations and provide guidelines of regional actions to be taken into account for the harmonized growth of the region.

2.7	Working together assures the efficiency and above all the operational safety of all our States.

**3.	Suggested Actions**

3.1	The Meeting is invited to take note of the information provided in this working paper and:

a)	Discuss the information provided;

b)	implement the necessary actions to ensure the protection of frequencies in a regional manner;

c)	ensure the standardization and harmonization of air navigation services;

d)	ensure continuous evaluation and monitoring of the use of the spectrum; and

e)	prepare the region to support ICAO´s position of future ITU teleconferences.

— END —