



ICAO

International Civil Aviation Organization
North American, Central American and Caribbean Office

WORKING PAPER

MEVA/TMG/34 — WP/04
07/06/19

**Thirty Fourth MEVA Technical Management Group Meeting
(MEVA/TMG/34)**

Miami, United States, 11 to 13 June 2019

Agenda Item 3: Use of current aeronautical frequencies and their future

3.1 ICAO's Position for the International Telecommunication Union World Radiocommunication Conference 2019 (ITU WRC-19)

**ACTIVITIES CARRIED UP BY ICAO
BEFORE THE ITU CONFERENCE 2019 ON NOVEMBER 2019**

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
The present working paper provides information about the last activities carried up by ICAO before the ITU Conference 2019 on November 2019.	
Action:	Suggested actions are presented under item 3.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency
<i>References:</i>	<ul style="list-style-type: none">• ICAO Position for ITU World Radiocommunication Conference in 2019 (ITU WRC-19) final, including updates from the Eighth Frequency Spectrum Management Panel Working Group (FSMP WG/8), from 21 to 29 Jan 2019

1. Introduction

1.1 The radio spectrum is a scarce natural resource with finite capacity for which demand is constantly increasing. Aeronautical radio services are recognized internationally to be prime users of radio frequencies, without which aircraft operation would not be capable of meeting the global demand for safe, efficient and cost-effective transport. ICAO's Position aims at protecting aeronautical spectrum for all radiocommunication and radionavigation systems used for ground facilities and on-board aircraft.

1.2 The process of international competition between expanding radio services, which takes place in the ITU, obliges all existing spectrum users, aeronautical and non-aeronautical alike, to continually defend and justify the retention of frequency bands or the addition of new bands to those already allocated to their service.

1.3 Civil aviation requirements continue to grow, demanding more navigation and communication facilities, thus creating ever-increasing pressure to an already stretched resource, similarly to other, non-aviation users, with whom aviation shares the frequency spectrum resource. Accordingly, Civil aviation must develop and present its agreed policies and its quantified and qualified statements of requirement for radio frequency spectrum, so as to ensure continuing availability and access to the frequency spectrum resource and, ultimately, the ongoing viability of air navigation services throughout the world.

1.4 ICAO's Position addresses all regulatory aspects on aeronautical matters on the agenda for the WRC-19, as:

- a) introduction and use of the Global aeronautical distress and safety system (GADSS), (Agenda Item 1.10)
- b) stations on board sub-orbital vehicles (Agenda Item 9.1, Issue 9.1.4).

1.5 Other issues that will be addressed at WRC-19, for which aviation needs to ensure there is no undue impact to aeronautical systems or services include the following:

- a) spectrum needs and potential new allocations for the telemetry, tracking and command functions of non-geostationary orbit satellites with short-duration missions (Agenda Item 1.7);
- b) possible regulatory actions to support the modernization of the global maritime distress safety systems (GMDSS) (Agenda Item 1.8);
- c) radioregulatory actions within the maritime VHF frequency band (156 – 162.05 MHz) (Agenda Item 1.9);
- d) Global or Regional harmonized frequency bands to support railway radiocommunication;
- e) systems (Agenda Item 1.11);
- f) Global or Regional harmonized frequency bands for the implementation of evolving intelligent transport systems (Agenda Item 1.12);
- g) identification and possible additional allocations of frequency bands for the future development of international mobile telecommunications (Agenda Item 1.13);
- h) radioregulatory actions for high-altitude platform stations (Agenda Item 1.14);
- i) radioregulatory actions, including spectrum allocations to the mobile service, for wireless access systems within the frequency range 5 150 – 5 925 MHz (Agenda Item 1.16);
- j) technical and operational issues and radioregulatory provisions for non-geostationary orbit satellite systems in the 3 700 – 4 200 MHz, 4 500 – 4 800 MHz, 5 925 – 6 425 MHz and 6 725 – 7 025 MHz frequency bands allocated to the fixed-satellite service (Agenda Item 9.1, Issue 9.1.3); and
- k) wireless power transmission for electric vehicles (Agenda Item 9.1, Issue 9.1.6).

1.6 ICAO works and updates information regarding aeronautical spectrum through the Frequency Spectrum Management Panel (FSMP), which was established in 2015 to manage aeronautical frequency spectrum in order to ensure sufficient access to the resource for the provision of aeronautical Communication, navigation and surveillance (CNS) services in an efficient and safe manner.

1.7 The FSMP advises the Air Navigation Commission on frequency spectrum related matters concerning implementation and coordination of CNS services.

2. Discussion

2.1 In that sense, new communications services (no aeronautical services) are trying to operate in the frequency band assigned to aviation. ICAO provided the information and position that States have to adopt with the aim of protecting these frequencies for current and future aeronautical services.

2.2 Every four years, ITU (United Nations, International Telecommunication Union) holds a Conference with the objective to relocate the Spectrum Frequencies to support all the communication needs.

2.3 Aeronautical Spectrum Frequencies compete with other communication services to obtain the right to provide services at specific frequencies bandwidth.

2.4 ICAO invites Member States to work more actively with their National spectrum management organizations, supporting ICAO's Position for ITU World Radiocommunication. In this way, at a Regional level, other Regional Organizations will understand the Aviation needs and will be able to support ICAO's position.

3. Suggested actions

- a) that States establish an appropriate mechanism to ensure the protection of the necessary aeronautical frequencies, in order to support current and future navigation services;
- b) that States support MEVA/Ad hoc Group activities more actively, in order to improve the regional management of frequency use
- c) to perform any other pertinent action.