



ICAO

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

WORKING PAPER

MEVA/TMG/34 — WP/05
30/05/19

**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
3.2 Update of ICAO Frequency Lists (List 1, 2 and 3)**

AERONAUTICAL FREQUENCIES MANAGEMENT MEVA/AD HOC

(Presented by Haiti)

EXECUTIVE SUMMARY	
This working paper is to inform the group about the Frequencies Management MEVA Ad hoc group and to emphasize the importance for the States to support the group.	
Action:	Suggested actions are presented in Section 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">• Thirty-third MEVA Technical Management Group Meeting (MEVA/TMG/33), Willemstad, Curaçao, 29 to 31 May 2018• Fourth NAM/CAR Air Navigation Implementation Working Group Meeting (ANI/WG/4), Miami, United States, 21 to 24 August 2018.

1. Introduction

1.1 In the last MEVA/TMG/33 meeting, it was decided to create a MEVA Ad hoc working group for the management of the frequencies in the region. This group is led by Haiti and is supported by Cuba and the Dominican Republic. The group can, at any time, be joined by other member State who wishes to contribute to the scope of the work.

1.2 The objectives of the group are specified in the Terms of Reference (TOR) in **Appendix A**, approved by the ANI/WG/4 meeting:

- Prepare the MEVA Members for the ITU-WRC19
- Track the record of satellite frequencies in each of the States used by MEVA
- Update of the list of frequencies assigned by ICAO for the use of aviation, according to the information provided on the website:
https://www.icao.int/NACC/Pages/ES/frequency_ES.aspx
- Prepare important information on the use of frequencies in the future

2. Discussions

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 and airlines. For this to be achieved, we would recommend each State to put in operation the specific actions below as a start:

- 2.1.1 Perform a deep update of all the frequencies in use by civil aviation with their updated coordinates referring to the location where the transceiver equipment is located, not where the service is provided operationally, proposing the deactivation of those that are not in use.
- 2.1.2 Submit paperwork to relate all kind of issues facing with some spectrum bands in the national level (particularly the sources of interferences).
- 2.1.3 Register the frequencies in use to the national radio spectrum regulator (particularly the MEVA frequencies).
- 2.1.4 Elaborate their plan for the future in term of spectrum resources needs.
- 2.1.5 Prepare or update, using the tools on-hand provided by ICAO, the procedure for control of the radioelectric space used by each state to control the implementation of aeronautical telecommunications services that use the radioelectric space and the corresponding licenses for the use of the spectrum; to promote greater rationality in their use.
- 2.1.6 Promote a permanent technical group between the national radio spectrum regulator and the civil aviation authority to monitor constantly the aeronautical spectrum band in order to have a more efficient protection, to solve rapidly eventually the interferences problem, and also to ensure that locally the aeronautical band have not been allocated for other services.
- 2.1.7 Promote, in the several technical and operational groups meetings, the ICAO position for the WRC-19.
- 2.1.8 Designate a Point of contact and complete the POC list on **Appendix B**.

2.2 In addition to the tasks of improving the organization of radio spectrum control in our region, regarding the future challenges we face in the aviation world, we should try to reach a common position in relation to the main points to be dealt with at WRC-19, fundamentally those referred to the Maritime, Aeronautical and Amateur Services, as well as the Generals and those proposed for WRC-23. The contributions made for each agenda item on the ITU website have already been published and we must review them, in order to arrive, as far as possible, to a common position that allows the delegations of our states in the WRC to defend the position of ICAO and therefore the defence of the required protections for the bands assigned to civil aviation.

Working Group	Agenda Item	Description
Maritime, Aeronautical and amateur services	1.1	Possibility of making an allocation to the amateur service in the frequency band 50-54 MHz in the Region 1
	1.8	Possible regulatory actions to support global maritime distress safety systems (GMDSS) modernization
	1.9.1	Regulatory actions within the frequency band 156 – 162.05 MHz for autonomous maritime radio devices to protect the GMDSS and automatic identifications system (AIS)
	1.9.2	New VHF data exchange system (VDES) satellite component
	1.10	Spectrum needs and regulatory provisions for the introduction and use of the global aeronautical distress and safety system (GADSS)
	9.1.4	Stations on board suborbital vehicles
General business	2	ITU-R Recommendations revised and incorporated by reference in the Radio Regulations
	4	Resolutions and recommendations of previous conferences with a view to their possible revision, replacement or abrogation
	9.1.6	Wireless power transmission (WPT) for electric vehicles in radiocommunication services
	9.1.7	Unauthorized operation of terminals of earth stations implanted in the territory
	10	Items for inclusion in the agenda for the next WRC
Proposed Items for WRC-23	2.1	Spectrum and the necessary regulatory measures to support the modernization of the global maritime distress and safety system (GMDSS) and the application of electronic navigation
	2.2	Attribution to the Earth exploration-satellite service (active) for airborne radar probes in the frequency range around 45 MHz
	2.3	Technical and operational characteristics, spectrum requirements and appropriate radio service designations for space weather sensors
	2.4	Spectrum and possible new allocations to the fixed-satellite service in the frequency band 37.5-39.5 GHz (Earth-to-space)
	2.5	Spectrum requirements of existing services in the frequency band 470-960 MHz in Region 1 and consider possible regulatory actions

3. Suggested Actions

The Meeting is invited to:

- a) support the activities development for Frequencies Ad hoc Group; and
- b) take appropriate action as needed

**APPENDIX A
TERMS OF REFERENCE**

CAR REGION SPECTRUM MONITORING AD-HOC GROUP

Background	<p>The CAR region Spectrum Monitoring Ad-Hoc group is created in order to establish continuous evaluation of the radio electric spectrum for aviation in the region.</p> <p>At the MEVA/TMG33 meeting in May 2018, under WP/04, the Secretariat presented relevant information about the World Radiocommunication Conference 2019 (ITU-WRC-19) and others to ensure the correct management and protection of the frequencies for aviation.</p> <p>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 and airlines.</p>
Scope	<p>The Ad-hoc group will create and provide guidelines based on ICAO regulations to address actions to be taken by States to guarantee the protection and availability of frequencies for the current and future aviation needs.</p>
Required Expertise	<p>The CAR region Ad-hoc group will be led by CNS experts of Haiti and integrated by CNS experts of Cuba and Dominican Republic. The Ad-hoc group can, at any time, be joined by other CNS experts in the region that will contribute to the scope of the work of the group.</p>
Objective(s)	<ul style="list-style-type: none"> • Prepare the MEVA Members for the ITU-WRC19 and report in the MEVA/TMG in May 2019. • Track the record of satellite frequencies in each of the States used by MEVA. • Update of the list of frequencies assigned by ICAO for the use of aviation, according to the information provided on the website: https://www.icao.int/NACC/Pages/ES/frequency_ES.aspx • Prepare important information on the use of frequencies in the future.
Specific Working	<p>-</p> <ol style="list-style-type: none"> 1. Update the lists of operational frequencies in the region:

Arrangements	https://www.icao.int/NACC/Pages/frequency.aspx <ol style="list-style-type: none">2. Improve the mechanism of coordination to allocate frequencies in the Caribbean with ICAO and the United States.3. Ensure the protection of the satellite band for Aviation, for MEVA operability.4. Provide information about activities in the region and goals for 2019-2020.
Date Of approval By ICAO	September 07, 2018.

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