



## INTERNATIONAL CIVIL AVIATION ORGANIZATION

Third Meeting of the APIRG Communications, Navigation  
and Surveillance Sub-Group  
(Nairobi, 26-30 April 2010)

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### Agenda Item 8: Review of ICAO position and Preparations for ITU WRC-2012

#### -Agenda Item 1.1 (ITU-WRC-2012)

*(Presented by the Secretariat)*

SUMMARY
The working paper highlights the effect of the Foot note 5.330 on the operations of African Civil Aviation.  Action to be taken at <b>paragraph 3.</b>
<b>Reference:</b> ICAO position to ITU WRC- 2012, Doc 9518 5 <sup>th</sup> Ed and ITU Hand book

## 1. INTRODUCTION

1.1 The title of agenda item 1.1 of ITU WRC 2012 is *to consider and take appropriate action on requests from administrations to delete their country footnotes or to have their country name deleted from footnotes, if no longer required, taking into account Resolution 26 (Rev. WRC-07).*

## 2. DISCUSSION

2.1 The use of country footnote allocations to non-aeronautical services in aeronautical bands is generally not recommended by ICAO, on safety grounds, as such use may result in harmful interference to safety services. Furthermore, this practice generally leads to an inefficient use of available spectrum to aeronautical services, particularly when the radio systems sharing the band have differing technical characteristics. It also may result in undesirable (sub)-regional variations with respect to

the technical conditions under which the aeronautical allocations can be used. This can have a serious impact on the safety of aviation.

2.2 Footnotes to the ITU Table of Frequency Allocations, affect two different portions of aeronautical spectrum and also Aeronautical Radio navigation service in the AFI Region.

### **Issue**

2.3 Footnote 5.330 allows certain States to operate Fixed and Mobile services in the 1215-1300 MHz band which is used for Aeronautical Radio Navigation Services. These services underpin the concept of Performance Based Navigation (PBN) and are an essential component of ADS-B and hence will be essential for efficient and safe aircraft operations in future. PBN reduces the need for costly ground facilities and thus allows Air Traffic Service Providers to avoid significant expenditure in the deployment and support of these facilities.

2.4 The receiver sensitivity of the Radio navigation devices using this band is very high, making them susceptible to interference. Thus, it is highly important that this spectrum be used exclusively for Aeronautical Radio navigation.

## **3. ACTION TO BE TAKEN**

3.1 The following States: Angola, Cameroon, Chad, Eritrea, Ethiopia, Mozambique, Somalia, Sudan and Togo shall urge their national and regional administrators, to delete footnote 5.330. This is necessary to:

- Protect Aeronautical Radio Navigation Services from disabling interference and thus;
- Allow the State(s) to proceed with the implementation and application of ADS-B thus improving the efficiency and safety of aircraft operations and;
- Allow the State(s) to proceed with the implementation of Performance Based Aviation in order to increase the safety and efficiency of aircraft and allow the Air Traffic Service Provider to achieve significant savings through the reduction in the need for costly ground-based facilities.

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