



Input contribution to ATU WRC-19 Working Group 5

proposals for report briefs on the development of ongoing studies regarding WRC-19 agenda items under WG 5's scope including other regional groups views and draft recommendations/opinions/views to African Preparatory Meetings for WRC-19

Input Contribution

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30-06-2017

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Agenda Item 1.10

<p><i>Part A: Description</i></p> <p>To consider spectrum needs and regulatory provisions for the introduction and use of the global aeronautical distress and safety system (GADSS), in accordance with Resolution 426 (WRC-15).</p>
<p><i>Part B: Key Elements – the notables</i></p> <ol style="list-style-type: none"> 1. Development of concept of operations to support future development of a global aeronautical distress and safety system (GADSS) 2. Identified near-term capabilities for normal flight tracking using existing technologies.
<p><i>Part C: Current Status of Band</i></p> <ol style="list-style-type: none"> 1. Locating signals are radio transmissions intended to facilitate the finding of a mobile unit in distress or the location of survivors. : Frequency Band : 117.975-137 MHz & 156-174 MHz 2. Homing signals are those locating signals which are transmitted by mobile units in distress, or by survival craft, for the purpose of providing searching units: Frequency Band: 9 200-9 500 MHz
<p><i>Part D: Status of the current studies</i></p> <p>Current studies to be conducted relevant to GADSS,</p> <ol style="list-style-type: none"> 1. Characterization of radio communication requirements related to GADSS, such as: <ul style="list-style-type: none"> • Data traffic requirements for different system components of GADSS: • the aircraft tracking, • autonomous distress and • flight data recovery systems) and their terrestrial and satellite components at each phase of the operation; 2. Information on the radio communication requirement related to safety-of-life applications;

3. performance criteria for terrestrial and satellite systems;
 - analysis of the existing allocations to the relevant aeronautical services and determining whether any additional spectrum is required;
4. studies on sharing and/or compatibility with the existing services;

Part E: Options and Associated Implications

1. ICAO concept of operations for GADSS.
2. Addressing of additional radio spectrum requirements.
3. Identify capabilities for normal flight tracking using existing technologies

Part F: Proposed action plan for the Working Group 5

1. Reviews to the provisions contained within Chapters VI, VII and VIII (Articles 21–45) of the Radio Regulations related to aeronautical use of frequencies to determine whether any additional or modifications to existing provisions are required.

Part G: Recommendations and Way Forward

1. To support studies to identify any regulatory changes required for the implementation of GADSS.