



Agenda Item 1.1

- a) To support deletion of Footnotes 5.181, 5.197 and 5.259, as access to these bands by the mobile services is not feasible and could create the potential for interference to important radionavigation systems used by aircraft at final approach and landing.

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Agenda Item 1.1 (Cont'd)

- b) To support deletion of 5.203, 5.203A and 5.203B at WRC-07 to enable full use of the band 136-137 MHz for AM (R) S communications.
- c) To support the cessation of all fixed services in the band 1 559-1 610 MHz as of 2007 in order to remove the interference caused by the fixed service to essential aeronautical radionavigation functions and to permit the full utilization of GNSS services to aircraft on a global basis.

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Agenda Item 1.1 (Cont'd)

- d) To support the deletion of 5.363 from the band 1 590 – 1 610 MHz.
- e) To support deletion of Footnote 5.439 as a measure to protect safety critical operation of radio altimeters in the band 4 200 – 4 400 MHz.

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### Agenda Item 1.3

Accept the upgrading of the radiolocation service to primary status in the band 9 000 – 9 200 MHz and 9 300 – 9 500 MHz, subject to positive results of the studies in ITU-R, on the express condition that no harmful interference is caused to the aeronautical radionavigation service and that no

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### Agenda Item 1.3 (Cont'd)

protection is required from these radionavigation services.

- Any suggestions for the sharing of radionavigation band 9 000 – 9 500 MHz with EESS and SRS under this agenda item can only be considered on the basis of agreed studies, which take into account the present and expected future use of the

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Agenda Item 1.3 (Cont'd)

band by aviation, and the constraints applied to this use. An allocation to EESS and SRS shall not cause harmful interference to, claim protection from, or otherwise impose constraints on the operation and future development of the radionavigation service in the band 9 000 – 9500 MHz.

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Agenda Item 1.3 (Cont'd)

- No change to Footnotes 5.337, 5.427, 5.474 and 5.475.
- Footnote 5.476 can be deleted since the date indicated has expired.

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### Agenda Item 1.5

- To support the allocation of suitable spectrum to support aeronautical mobile telemetry systems and associated telecomm and applications, in the band 3-30 GHz in accordance with the provisions of Resolution 230, provided those allocations have no adverse impact to existing or planned aviation use of the

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### Agenda Item 1.5 (Cont'd)

band selected or frequency bands considered in relation to Resolution 414

- To support the identification and allocation of suitable spectrum in the band 3-30 GHz, to support the safety related aspects of UAV operations provided they do not adversely affect existing or planned aeronautical systems.

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Agenda Item 1.5 (Cont'd)

- To support the development of regulatory text to accommodate new service definitions if required.
- To support the continued use and protection of current aeronautical mobile telemetry application in the band 1 429 - 1 535 MHz.

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Agenda Item 1.6

Resolution 414

- To support a global allocation to the aeronautical mobile (R) service in the frequency band 5 091 - 5 150 MHz and other bands if shown by aviation studies to meet global CNS/ATM requirements. Use of this AM(R)S allocation shall be limited to systems which operate in accordance with international aeronautical standards.

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Agenda Item 1.6 (Cont'd)

Resolution 414

- Such use shall be subject to the conditions that the AM(R)S shall not cause harmful interference to, claim protection from, or otherwise impose constraints on the operation and future development of other co-band aeronautical systems operating in accordance with international aeronautical standards.

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Agenda Item 1.6 (Cont'd)

- Compatibility with non-aeronautical services that may be affected by these allocations is expected to be addressed in the ITU with the participation of ICAO.

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Agenda Item 1.6 (Cont'd)

- To support any necessary additional allocations to the band 5 091 - 5 150 MHz to meet the increasing demand for radio links supporting the transfer of safety-critical information between fixed aeronautical ground facilities.

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Agenda Item 1.6 (Cont'd)

- To support appropriate provision allowing the use of frequency 978 MHz by the UAT system subject to its standardization by ICAO.
- No change to the current allocation in the band 5 030-5 091 MHz since this band is required to satisfy the requirements of the aeronautical radionavigation service (MLS).

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Agenda Item 1.6 (Cont'd)

Resolution 415

- To support appropriate regulatory measure, preferably in the format of an ITU Resolution attached to the Radio Regulations which recognizes that VSAT networks operating in the fixed satellite service can also be used for aeronautical safety applications.

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Agenda Item 1.6 (Cont'd)

- This includes provisions for the necessary priorities for aeronautical telecommunications when aeronautical VSAT networks are also being used to provide non-aeronautical telecommunications.

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Agenda Item 1.6 (Cont'd)

- Support, where applicable, the inclusion of an allocation on a secondary basis for the AMSS (space-to-Earth) to provide for the complimentary component of the secondary allocation to AMSS (Earth-to-space) in the band 14 - 14.5 GHz. This secondary allocation is not intended to be used for aeronautical safety-of-life ICAO CNS/ATM communications.

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Agenda Item 1.13

- Ensure that new allocations and techniques considered for introduction in the bands between 4 to 10 MHz will not cause harmful interference in the aeronautical HF bands.

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### Agenda Item 1.16

- Support measures improving the use of MMSIs on board SAR aircraft for automatic identification system (AIS).

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### Agenda Item 1.17

- Use of the band around 1.4 GHz by the fixed satellite service for feeder links for non-geostationary satellite systems should not be introduced in any of the aeronautical bands in this frequency range; aeronautical usage needs to be protected from harmful interference.

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Agenda Item 1.20

- Protection of the Earth exploration-satellite service in the band 1 400 - 1 427 MHz should not impose undue constraints to the use of the adjacent bands by aviation.

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Agenda Item 1.21

- Protection of the radio astronomy service in the band 1 610.6 - 1 613.8 MHz should not impose undue constraints to the use of the band 1 559 - 1 610 MHz by aviation.

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## Agenda Item 2

- No change to the current references in the Radio Regulations to ITU-R recommendations related to aeronautical services.

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## Agenda Item 7.2

- To support the inclusion in the agenda of WRC-2010 of an item addressing the review of results of studies conducted in accordance with **Resolution 222** (WRC-2000).

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## Conclusion

- ICAO Position aims at securing availability of frequency spectrum required to meet the current and future aviation requirements.
- APT Administrations are urged to consider requirements for safety critical aeronautical systems and provide necessary support.

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