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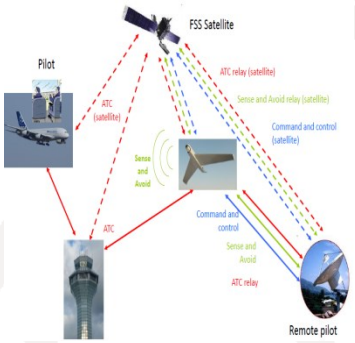
3rd ITU INTER-REGIONAL WORKSHOP ON WRC-15 PREPARATION (Geneva, 1 – 3 September 2015)

Panel Session 1 WRC-15 Agenda items 1.5, GFT, 1.17, 1.18

Victor Glushko

WRC-15 agenda item 1.5



Unmanned Aircraft Systems – Consider use of FSS bands (not App. 30/30A/30B) for control and non-payload communications (CNPC) of UAS in non-segregated airspaces.

Different views were added on the analysis of the results of studies.

Conclusion* towards 2 possible solutions:

- Identify conditions under which systems operating in the FSS could provide UA CNPC links;
- No change, on the basis of concerns about the ability of FSS to provide a safety service.

** See CPM Report to WRC-15*

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ICAO position (extract)

…conditions:

1. That the technical and regulatory actions be limited to the case of UAS using satellites, as studied, and not set a precedent that puts other aeronautical safety services at risk.
2. That all frequency bands which carry aeronautical safety communications be clearly identified in the ITU Radio Regulations.
3. That the assignments and use of the relevant frequency bands be consistent with article 4.10 of the ITU Radio Regulations which recognizes that safety services require special measures to ensure their freedom from harmful interference.

…

WRC-15 agenda item 1.5

Regional positions

Method	APT	ASMG	ATU	CEPT	CITEL	RCC
A Use of the fixed-satellite service	Oppose	Oppose	Oppose	Support	Support	Oppose
B NOC to RR	Support	Support	Support	Oppose	Oppose	Support

Global flight tracking for civil aviation

➢ ***(PP-14) resolves***

to instruct WRC-15, pursuant to No. 119 of the ITU Convention;

to include in its agenda, as a matter of urgency, the consideration of global flight tracking, including, if appropriate, and consistent with ITU practices, various aspects of the matter, taking into account ITU-R studies,

instructs the Secretary-General

to bring this resolution to the attention of WRC-15 and ICAO,

instructs the Director of the Radiocommunication Bureau

to **prepare a specific report on the matter** as referred to in *resolves* above for consideration by WRC-15.

Global flight tracking for civil aviation

- **ITU-R studies within Working Parties 5B & 4C**
- Two views included in Annex 1 of the CPM Report to WRC-15
- **4 options proposed in the Director's Report**
  - *Option 1.* No change to the Radio Regulations
  - *Option 2.* A primary allocation in 1087.7-1092.3 MHz to AMS(R)S ↑ , limited to ADS-B
  - *Option 3.* A primary allocation in 1087.7-1092.3 MHz to AMS(R)S ↑, limited to ADS-B and not claiming protection from ARNS in 960-1164 MHz
  - *Option 4.* A secondary allocation in 1087.7-1092.3 MHz to MSS ↑, limited to ADS-B

WRC-15 agenda item GFT

ICAO position

To support consideration of all possible options for support of ICAO global flight tracking as supported by studies. This should include:

- a new provision in the Earth-to-space direction only for an AMS(R)S allocation at 1 090 MHz for the satellite reception of existing aircraft ADS-B signals that operate in accordance with recognized international aeronautical standards under the condition that it not constrain existing aeronautical safety systems

- a future Conference (WRC-19) agenda item to address evolving GFT requirements.

WRC-15 agenda item GFT

Regional positions

	APT	ASMG	ATU	CEPT	CITEL	RCC
	to recognize the importance and urgent treatment of GFT, taking into account studies and the Director's report	support consideration of the requirements by GFT systems within the AMSS including identification of suitable frequency bands	*[sub-regions are urged to submit positions to ATU Secretary General by 30 September 2015]*		- primary allocation to AMS(R)S in the 1087.7-1092.3; - footnote limits the AMS(R)S allocation to space station reception of ADS-B; -new resolution with sharing provisions	decision may be adopted based on sharing studies with non-standardized ARNS systems under 5.312 RR.

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Spectrum requirements & regulatory actions, including appropriate aeronautical allocations, to support Wireless Avionics Intra-Communications (WAIC)

Conclusion* towards a new Primary allocation to the AM(R)S reserved exclusively for WAIC systems in the frequency band 4 200-4 400 MHz

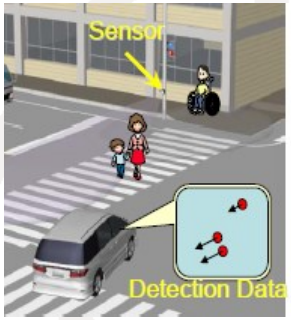
* *See CPM Report to WRC-15*

WRC-15 agenda item 1.17

Regional positions

Method	APT	ASMG	ATU	CEPT	CITEL	RCC
A primary AM(R)S allocation in 4200-4400 MHz	Support	Support	Support	Support	Support	Support

Automotive Radar Applications



Conclusion* towards a Primary allocation to the RLS in frequency band 77.5-78 GHz on a worldwide basis either:

- limited to automotive applications (with short range high resolution radars),
  OR
- supporting automotive radar operations

* *See CPM Report to WRC-15*

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Regional positions

Method	APT	ASMG	ATU	CEPT	CITEL	RCC
A primary RLS allocation in 77.5-78 GHz limited to automotive applications	Support	Support	Support	Support (short-range radars)	Support	Support
B primary RLS allocation in 77.5-78 GHz						