

MOD

RESOLUTION 251 (REV.WRC-23)

**Studies to consider a possible primary allocation in the frequency bands [694-960 MHz, or parts thereof, in Region 1], 890-942 MHz, or parts thereof, in Region 2, and [3 400-3 700 MHz, or parts thereof, in Region 3] to the aeronautical mobile service for the use of International Mobile Telecommunications (IMT) user equipment in terrestrial IMT networks by non-safety applications\***

The World Radiocommunication Conference (Dubai, 2023),

*considering*

- a) that there is a demand for greater connectivity for passengers and aeronautical communications of aeronautical vehicles;
- b) that current and future International Mobile Telecommunications (IMT) networks can provide connectivity services to helicopters, small aircraft, commercial aircraft and unmanned aircraft systems (UAS);
- c) that current and future IMT networks may provide communication functions for the beyond visual line-of-sight operation of UAS;
- d) that future IMT networks may provide connectivity services to commercial airplanes with specific equipment on board airplanes;
- e) that the IMT network capacities identified in the *considering* paragraphs above have been considered by several studies and are being developed by standards development organizations,

*noting*

- a) that ITU Radiocommunication Sector (ITU-R) sharing and compatibility studies supporting the identification of specific frequency bands for IMT did not consider the use cases described in *considering b) to e)*;
- b) that the frequency band 694-960 MHz is allocated on a primary basis to the mobile, except aeronautical mobile, service in Region 1;
- c) that the frequency bands 890-902 MHz and 928-942 MHz are allocated on a primary basis to the mobile, except aeronautical mobile, service in Region 2 and that the frequency band 902-928 MHz is allocated on a secondary basis to the mobile, except aeronautical mobile, service in Region 2;

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\* The appearance of square brackets around certain frequency bands in this Resolution is understood to mean that WRC-27 will consider and review the inclusion of these frequency bands with square brackets and decide, as appropriate.

- d) that Nos. **5.312** and **5.323** allocate the frequency band 645-960 MHz, or parts thereof, to the aeronautical radionavigation service on a primary basis in several countries of Region 1;
- e) that the frequency band 694-960 MHz is allocated on a primary basis to the broadcasting service in Region 1;
- f) that Resolution **224 (Rev.WRC-23)** addresses frequency bands for the terrestrial component of IMT below 1 GHz;
- g) that Resolution **749 (Rev.WRC-23)** addresses the use of the frequency band 790-862 MHz in countries of Region 1 and the Islamic Republic of Iran by mobile applications and by other services;
- h) that Resolution **760 (Rev.WRC-23)** addresses provisions relating to the use of the frequency band 694-790 MHz in Region 1 by the mobile, except aeronautical mobile, service and by other services;
- i) that the frequency bands under consideration are identified for use by IMT in accordance with No. **5.317A**;
- j) that, for countries listed in No. **5.318**, the frequency bands 849-851 MHz and 894-896 MHz are also allocated to the aeronautical mobile service (AMS) on a primary basis, for public correspondence with aircraft; the use of the frequency band 894-896 MHz is limited to transmissions from aircraft stations;
- k) that, for one country listed in No. **5.325**, the frequency bands 890-902 MHz and 928-942 MHz are allocated to the radiolocation service on a primary basis;
- l) that the frequency band 3 500-3 600 MHz is identified for use by IMT in some countries in accordance with No. **5.433A**;
- m) that the frequency bands 3 400-3 500 MHz, 3 500-3 600 MHz and 3 600-3 700 MHz are also allocated to the fixed, fixed-satellite (space-to-Earth) and mobile, except aeronautical mobile, services on a primary basis and that those allocations are used by a variety of incumbent systems in many administrations;
- n) that, under Nos. **5.432** and **5.432B**, the frequency band 3 400-3 500 MHz is allocated on a primary basis to the mobile, except aeronautical mobile, service and identified for use by IMT in some countries in Region 3;
- o) that Report ITU-R M.2282 addresses systems for public mobile communications with aircraft,

*recognizing*

that new primary allocations to the AMS in the frequency bands proposed may enable the unified use of these allocations by airborne user equipment in terrestrial IMT networks throughout the Regions,

*resolves to invite the ITU Radiocommunication Sector to complete in time for the 2031 world radiocommunication conference*

1 assessment of relevant AMS scenarios for connectivity for airborne user equipment in IMT networks to be addressed in compatibility and sharing studies;

2 identification of the relevant technical parameters associated with the aeronautical mobile systems to be used for studies;

3 sharing and compatibility studies with existing incumbent services, including in-band and adjacent frequency bands and between neighbouring Regions, to determine the suitability of new primary allocations of the following frequency bands to the AMS, in the countries for which there is an IMT identification, for the use of IMT user equipment by non-safety applications:

- [694-960 MHz, or parts thereof, in Region 1];
- 890-942 MHz, or parts thereof, in Region 2;
- [3 400-3 700 MHz, or parts thereof, in Region 3],

*invites administrations*

to participate actively in the studies and provide the information required for the studies listed under *resolves to invite the ITU Radiocommunication Sector to complete in time for the 2031 world radiocommunication conference* by submitting contributions to ITU-R,

*invites the 2031 world radiocommunication conference*

to consider, based on results of studies, possible allocations on a primary basis of all or part of the frequency bands listed in *resolves to invite the ITU Radiocommunication Sector to complete in time for the 2031 world radiocommunication conference* 3 to the AMS, in the countries for which there is an IMT identification, for the use of IMT user equipment in terrestrial IMT networks by non-safety applications, and/or any other regulatory provisions.