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| **World Radiocommunication Conference (WRC-15)Geneva, 2–27 November 2015** |  |
| **INTERNATIONAL TELECOMMUNICATION UNION** |  |
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| PLENARY MEETING | **Addendum 26 toDocument 9-E** |
|  | **15 October 2015** |
|  | **Original: English** |
|  |
| European Common Proposals |
| Proposals for the work of the conference |
| part 26 |
| Agenda item GFT(PP-14) |

Resolution 185 (Busan, 2014) Global flight tracking for civil aviation - The Plenipotentiary Conference of the International Telecommunication Union (Busan, 2014), 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,

Introduction

Europe proposes to make an allocation for the satellite reception of Automatic Dependent Surveillance-Broadcast (ADS-B) emissions from aircraft, limited to messages from aircraft that are transmitted in accordance with ICAO standards. A Resolution that outlines protection arrangements and future additional work for ITU-R is proposed to be applied to the new allocation.

ARTICLE 5

Frequency allocations

Section IV – Table of Frequency Allocations
(See No. 2.1)

MOD EUR/9A26/1

890-1 300 MHz

|  |
| --- |
| Allocation to services |
| Region 1 | Region 2 | Region 3 |
| 960-1 164 AERONAUTICAL MOBILE (R) 5.327A  AERONAUTICAL RADIONAVIGATION 5.328 ADD 5.GFT |

**Reasons:** To add a primary allocation to the aeronautical mobile-satellite (R) service in the Earth-to-space direction in the frequency band 1 087.7-1 092.3 MHz, limited to the satellite reception of Automatic Dependent Surveillance-Broadcast (ADS-B) messages transmitted in accordance with ICAO standards.

ADD EUR/9A26/2

5.GFT The frequency band 1 087.7-1 092.3 MHz is also allocated to the aeronautical mobile-satellite (R) service (Earth-to-space) on a primary basis, limited to the satellite reception of Automatic Dependent Surveillance-Broadcast (ADS-B) emissions from aircraft transmitters that operate in accordance with recognised international aeronautical standards. Stations operating in the aeronautical mobile-satellite (R) service shall not claim protection from stations operating in the aeronautical radionavigation service. Resolution [EUR-AGFT] (WRC-15) shall apply.    (WRC‑15)

**Reasons:** To add a primary allocation to the aeronautical mobile-satellite (R) service in the Earth-to-space direction in the frequency band 1 087.7-1 092.3 MHz, limited to the satellite reception of ADS-B messages transmitted in accordance with ICAO standards.

ADD EUR/9A26/3

Draft New Resolution [EUR-AGFT] (WRC-15)

Use of the frequency band 1 087.7-1 092.3 MHz by the aeronautical mobile‑satellite (R) service (Earth-to-space)

The World Radiocommunication Conference (Geneva, 2015),

considering

*a)* that the frequency band 960-1 164 MHz is allocated to the aeronautical radionavigation service (ARNS) and the aeronautical mobile (R) service (AM(R)S);

*b)* that WRC-15 allocated the frequency band 1 087.7-1 092.3 MHz to the aeronautical mobile-satellite (R) service (AMS(R)S) in the Earth‑to‑space direction, limited to the satellite reception of Automatic Dependent Surveillance-Broadcast (ADS-B) emissions from aircraft transmitters that operate in accordance with recognised international aeronautical standards;

*c)* that the allocation of the frequency band 1 087.7-1 092.3 MHz to satellite reception of ADS-B emissions is to facilitate reporting position of commercial aircraft located anywhere in the world;

*d)* that ADS-B equipment is widely fitted to commercial aircraft,

recognizing

*a)* that the International Civil Aviation Organization (ICAO) develops Standards and Recommended Practices (SARPs) for systems enabling position determination and tracking of aircraft;

*b)* that ICAO has defined SARPS for terrestrial ADS-B in Annex 10 to the Convention on International Civil Aviation;

*c)* that ICAO systems and non-ICAO systems are operating within various services in the frequency band 960-1 164 MHz;

*d)* that the frequency band 1 087.7-1 092.3 MHz is also used by terrestrial systems for the transmission and reception of ADS-B messages in accordance with ICAO standards;

*e)* that terrestrial ADS-B was designed to operate in the interference environment described in *recognizing c)*,

noting

that the development of performance criteria for satellite reception of ADS-B is the responsibility of ICAO,

resolves

1 that AMS(R)S systems using the frequency band 1 087.7-1 092.3 MHz shall operate in accordance with SARPs contained in the Annexes to the Convention on International Civil Aviation;

2 that AMS(R)S systems operating in the frequency band 1 087.7-1 092.3 MHz shall be designed to operate in the interference environment resulting from the operations described in *recognizing* c),

invites ITU-R

to complete as a matter of urgency and in time for WRC-19, the studies for the use of satellite reception of automatic dependent surveillance broadcast (ADS-B) in the frequency band 1 087.7‑1 092.3 MHz,

invites administrations

to supply technical and operational characteristics for AMS(R)S necessary for compatibility studies, and to participate actively in the studies,

further invites ICAO

to participate in the studies,

instructs the Director of the Radiocommunication Bureau

to report the results of the studies to WRC-19,

instructs the Secretary-General

to bring this Resolution to the attention of ICAO and invite them to participate actively in the studies.

**Reasons:** To limit use of the primary allocation to systems that do not constrain existing ICAO and non-ICAO systems.

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