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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 25-E** |
|  | **10 September 2015** |
|  | **Original: Arabic** |
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| Arab States Common Proposals |
| Proposals for the work of the conference |
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| 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

The 2014 ITU Plenipotentiary Conference (PP-14) instructed 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”.

The Arab States administrations submitted a proposed draft new Resolution [ARB-2] to the Busan conference, affirming the following:

• the importance of studying this topic, giving it top priority, and looking into the current frequency spectrum allocations for aviation services relevant to this topic and any other requirements;

• that identifying and tracking the course of civil aircraft flights will contribute directly to improving safety practices and systems and aviation safety, possibly reducing aviation accidents;

• that the application of an advanced system for tracking the course of civil aircraft flights by satellite will help to improve the capacity to identify aircraft location on a continuous basis and with a high degree of accuracy.

A number of studies have been conducted by Working Parties 4C and 5B on two satellite systems that could contribute to achieving and developing the GFT system for civil aviation. These are:

• Automatic Dependent Surveillance Contract (ADS-C)

• Automatic Dependent Surveillance Broadcast (ADS-B)

The studies on ADS-C concluded that it was unnecessary to adopt any regulatory measures regarding the system at WRC-15.

As regards ADS-B, the International Civil Aviation Organization (ICAO) indicated the need to allocate frequencies to support development of the ADS-B terrestrial link to include the satellite service, given the very substantial enhancement of service it will bring to very remote and far regions of the oceans and the north and south poles and so that ICAO can formulate recommended standards and specifications for the future operation of this service. ICAO presented its formal position in July 2015 requesting allocation of the band 1 087.7-1 092.3 MHz to AMS(R)S.

It is worth noting that WP 5B concluded that there was no chance of harmful interference to current services in the same band as the new system will retransmit signals emanating from aircraft to the space station. Furthermore, the technical studies carried out show that probable interference is within the lower limits and represents no possible risk.

Proposal

 ARB/25A26/1

The Arab States administrations support the consideration of meeting the requirements of global flight-tracking systems for civil aviation within AMSS, including the possibility of identifying an appropriate frequency band for these systems.

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