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| **World Radiocommunication Conference (WRC-15)Geneva, 2–27 November 2015** |  |
| **INTERNATIONAL TELECOMMUNICATION UNION** |  |
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| COMMITTEE 4 | **Revision 1 toDocument 95-E** |
|  | **4 November 2015** |
|  | **Original: English** |
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| Australia/Korea (Republic of)/Malaysia/New Zealand/Singapore (Republic of)/Thailand |
| 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,

Background

This issue seeks to improve the availability of radiocommunications that track civil aircraft, particularly over oceanic and remote regions. The lack of sufficiently accurate and timely position data of an aircraft severely hampers aircraft search and rescue (SAR) and accident investigation. Global flight tracking for civil aviation (GFT) is envisaged to provide timely knowledge of aircraft positions in accordance with the international standards developed by ICAO.

Following PP-14, two meetings of ITU-R WP 5B and one meeting of ITU-R WP 4C have studied issues related to GFT and the Director of the Radiocommunication Bureau has presented a report for consideration by WRC-15 (Document [CMR15/5](http://www.itu.int/md/meetingdoc.asp?lang=en&parent=R15-WRC15-C-0005)). In addition, ICAO has provided its views to WRC-15, through the ITU Secretary-General (Document [CMR15/17](http://www.itu.int/md/meetingdoc.asp?lang=en&parent=R15-WRC15-C-0017)). The ICAO position on this Issue notes “active support from States is deemed to be the only means to ensure that the results of the WRC-15 reflect civil aviation's need for spectrum”.

The administrations listed support Option 3 of the Report of the Director of the Radiocommunication Bureau on GFT. Option 3 makes a primary allocation in the band 1 087.7-1 092.3 MHz to the aeronautical mobile‑satellite (route) service (AMS(R)S) (Earth‑to‑space), limited to the satellite reception of ADS‑B in the Earth‑to‑space direction, subject to not claiming protection from systems operating in the aeronautical radionavigation service (ARNS) and aeronautical mobile (route) service (AM(R)S) – including systems not standardized by ICAO – in the frequency range 960‑1 164 MHz. This should not result in any new limitations being placed on existing systems operating in this frequency band.

ADS-B is an established technology for tracking civil aircraft where terrestrial base stations currently provide coverage. Satellite-based reception of ADS-B aircraft transmissions is planned but currently lacks the necessary AMS(R)S allocation for global aircraft tracking that ICAO has requested.

Proposals

The administrations listed above propose the following amendment to the Radio Regulations to enable satellite-based reception of ADS-B, while protecting existing aeronautical services.

ARTICLE 5

Frequency allocations

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

MOD AUS/KOR/MLA/NZL/SNG/THA/95/1

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.XXX |

ADD AUS/KOR/MLA/NZL/SNG/THA/95/2

5.XXX 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 for the space station reception of emissions from aircraft stations that operate in accordance with recognized international aeronautical standards. Such space stations shall not claim protection from stations operating in the aeronautical mobile (R) and aeronautical radionavigation services in the band 960-1 164 MHz.     (WRC-15)

**Reasons:** To facilitate global flight tracking for civilian aviation by enabling reception of existing ICAO-standardized aircraft transmission by space station receivers in the frequency band 1 087.7-1 092.3 MHz. Space station receivers will not be able to claim protection from stations in other aeronautical safety services operating in accordance with the Radio Regulations, including those of the ARNS. This is to ensure that no new limitations are placed on existing ICAO or non‑ICAO standardized systems operating in these services. It is noted that ICAO has stated that such an allocation would meet its regulatory requirement for a safety service.

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