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| **World Radiocommunication Conference (WRC-19)Sharm el-Sheikh, Egypt, 28 October – 22 November 2019** |  |
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| PLENARY MEETING | **Addendum 10 toDocument 12-E** |
|  | **21 June 2019** |
|  | **Original: Russian** |
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| Regional Commonwealth in the field of Communications Common Proposals |
| proposals for the work of the conference |
|  |
| Agenda item 1.10 |

1.10 to consider spectrum needs and regulatory provisions for the introduction and use of the Global Aeronautical Distress and Safety System (GADSS), in accordance with Resolution **426 (WRC-15)**;

Introduction

The RCC Administrations recognize the importance of the introduction and operation of GADSS to enhance the safety of civil aviation flights. At the same time, the RCC Administrations hold that information concerning aviation systems included in GADSS, including the frequency bands they use, their technical characteristics and protection criteria, must be reflected in the relevant ITU-R Recommendations. Therefore, the RCC Administrations consider that Method B of the CPM Report should be used to address WRC-19 agenda item 1.10.

Proposal

In order to address WRC-19 agenda item 1.10, it is proposed to use the regulatory text in annex hereto.

NOC RCC/12A10/1#50336

ARTICLE 5

Frequency allocations

**Reasons:** GADSS is expected to use existing on-board systems operating under the existing frequency allocation. Therefore, there is no need to make any changes to the Table of Frequency Allocations for the operation of GADSS.

ARTICLE 30

General provisions

Section I − Introduction

MOD RCC/12A10/2#50337

30.1 § 1 Nos. **30.4**-**30.13**, and Articles **31**, **32**, **33** and **34** of this Chapter contain the provisions for the operational use of the global maritime distress and safety system (GMDSS), whose functional requirements, system elements and equipment carriage requirements are set forth in the International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended. These Nos. and Articles also contain provisions for initiating distress, urgency and safety communications by means of radiotelephony on the frequency 156.8 MHz (VHF channel 16). Article **34A** of this Chapter contains provisions for the global aeronautical distress and safety system (GADSS), whose functional requirements, system elements and equipment carriage requirements are set forth in the Annexes to the Convention on International Civil Aviation, as amended.     (WRC‑19)

**Reasons:** Article 30 of the RR contains general provisions for distress and safety communications. Currently, it makes reference only to the global maritime distress and safety system (GMDSS). Since GADSS is also a distress and safety communication system, however, it should be cited in this Article of the Radio Regulations.

CHAPTER VII

Distress and safety communications[[1]](#footnote-1)1

ADD RCC/12A10/3#50339

ARTICLE 34A

Global aeronautical distress and safety system

**Reasons:** As the Radio Regulations do not currently contain any information on the GADSS system, an additional Article containing regulatory provisions concerning GADSS and a description thereof should be introduced.

ADD RCC/12A10/4#50340

34A.1 The global aeronautical distress and safety system (GADSS) determines performance requirements for the radiocommunication systems utilized for conducting functions such as aircraft tracking, autonomous distress tracking, and post-flight localization and recovery.

Resolution **[RCC/A110-GADSS] (WRC-19)** is applied for operation of GADSS.     (WRC‑19)

**Reasons:** This provision of the Radio Regulations lists the functions to be supported by GADSS and makes reference to the WRC-19 resolution calling on ICAO to provide ITU-R with information on the performance of radiocommunication systems utilized within GADSS.

ADD RCC/12A10/5#50347

34A.2The performance requirements, system elements and equipment carriage requirements of GADSS are set forth in ICAO standards and recommended practices, guidance material and manuals.     (WRC‑19)

**Reasons:** ICAO is responsible for the development and introduction of GADSS; therefore, information on the system is contained in documents produced by ICAO.

ADD RCC/12A10/6#50348

34A.3 The radiocommunication systems meeting the GADSS performance requirements shall operate in the radiocommunication services having an appropriate allocation in Article **5** and shall operate in conformity with the Radio Regulations. The choice of a type of radiocommunication service to be used depends on the requirements of the specific GADSS function in accordance with Resolution **[RCC/A110-GADSS] (WRC‑19)**. This use of GADSS frequency bands shall not prevent the use of these bands by any application of the services to which these bands are allocated, nor shall establish a priority for GADSS.     (WRC‑19)

**Reasons:** For the implementation of aircraft tracking, autonomous distress tracking, post-flight localization and recovery functions, the frequency bands allocated to the relevant aeronautical services on a primary basis shall be used. For work to retrieve information on the causes of an aircraft crash, frequency bands allocated on a secondary basis may also be used.

ADD RCC/12A10/7#50349

Draft New Resolution [RCC/A110-GADSS] (WRC-19)

Implementation and operation of global aeronautical distress and safety system

The World Radiocommunication Conference (Sharm el-Sheikh, 2019),

considering

*а)* that the International Civil Aviation Organization (ICAO) has developed the concept of operations for the global aeronautical distress and safety system (GADSS);

*b)* that GADSS is intended to provide for the timely identification and location of an aircraft during all phases of flight including distress and emergency situations, which will also support search and rescue (SAR) and flight data recorder recovery;

*c)* thatthe GADSS at its current development phase can be introduced within existing primary aeronautical frequency allocations, and may not need any new systems or applications for such introduction;

*d)* that the full GADSS concept can be realized in an evolutional manner, and some applications may be developed after 2019,

recognizing

*а)* that SAR operations of aircraft passengers and crew survived in an aircraft accident have the highest priority;

*b)* that retrieval of flight recorder data is required to prevent aircraft accidents in future;

*с)* that interference-free operation of systems included in GADSS and protection of the GADSS frequencies included in the Radio Regulations should be ensured;

*d)* that there are provisions in the Radio Regulations, including frequency band allocations, related to aeronautical services that support distress and safety systems;

*е)* that Annex 10 to the Convention on International Civil Aviation is a part of international standards and recommended practices for aeronautical telecommunication systems used by international civil aviation,

resolves

1 that GADSS elements shall use frequency bands which have already been allocated on a primary basis when used for safety purposes;

2 that the use of frequency bands for GADSS shall be limited to systems that operate in accordance with recognized international aviation standards;

3 that the frequency bands used by GADSS, its system elements and their technical characteristics should be contained in ITU‑R Recommendation(s) as appropriate;

4 that in case of changes of the frequency bands, system elements included in GADSS or their technical and operational characteristics, these changes should be contained in ITU‑R Recommendation(s) as appropriate,

invites ITU-R

based on the information to be provided by ICAO, to develop the relevant ITU‑R Recommendation(s) and to ensure their timely update,

instructs the Secretary-General

to bring this Resolution to the attention of the Secretary-General of ICAO,

invites the International Civil Aviation Organization

to provide to ITU‑R the information in relation to GADSS elements, their technical and operational characteristics and operational frequency bands for development of the relevant ITU‑R Recommendations and timely update this information in case of change of GADSS elements, their technical characteristics and operational frequency bands.

**Reasons:** This resolution serves as the basis for ICAO to provide ITU-R with information on GADSS system elements, their technical and operational characteristics and the frequency bands they use, with a view to the development of relevant ITU-R Recommendations, the application of which will help to provide the requisite protection for the system.

SUP RCC/12A10/8#50355

RESOLUTION 426 (WRC-15)

Studies on spectrum needs and regulatory provisions for the introduction and use of the Global Aeronautical Distress and Safety System

**Reasons:** The studies provided for by Resolution 426 (WRC-15) have been completed. Consequently, it does not need to be maintained.

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1. 1 **C.VII** For the purposes of this Chapter, distress and safety communications include distress, urgency and safety calls and messages. [↑](#footnote-ref-1)