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| A close up of a sign  Description automatically generated | **World Radiocommunication Conference (WRC-23) Dubai, 20 November - 15 December 2023** | |  |
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| PLENARY MEETING | | **Addendum 5 to Document 65(Add.25)-E** | |
|  | | **31 October 2023** | |
|  | | **Original: English** | |
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| European Common Proposals | | | |
| PROPOSALS FOR THE WORK OF THE CONFERENCE | | | |
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| Agenda item 9.2 | | | |

9 to consider and approve the Report of the Director of the Radiocommunication Bureau, in accordance with Article 7 of the ITU Convention;

9.2 on any difficulties or inconsistencies encountered in the application of the Radio Regulations;[[1]](#footnote-1)1 and

Part 5: Section 3.1.7.2 of Addendum 2 to the Report of the Director to WRC-23,   
Harmful Interference to RNSS

Proposal

ADD EUR/65A25A5/1

Draft New Resolution [EUR-A25-RNSS-interference-prevention] (WRC‑23)

Prevention and mitigation of harmful interference to the radionavigation-satellite service in the frequency bands 1 164-1 215 MHz and 1 559-1 610 MHz

The World Radiocommunication Conference (Dubai, 2023),

considering

*a)* that the radionavigation-satellite service (RNSS) in the frequency bands 1 164-1 215 MHz and 1 559-1 610 MHz is used in several aeronautical communication, navigation and surveillance safety of life systems;

*b)* that the frequency bands 1 164-1 215 MHz and 1 559-1 610 MHz are allocated to aeronautical radionavigation service and/or radionavigation-satellite service (space-to-Earth and space-to-space) on a primary basis;

*c)* that harmful interference to RNSS has potential consequences to safety systems used by aeronautical and maritime, and to the regularity and efficiency of civil aviation operations;

*d)* that the International Civil Aviation Organization (ICAO) has taken an action to reinforce resilience to interference of aeronautical positioning, navigation and timing (PNT) systems;

*e)* that ICAO has established a strategy to retain essential conventional PNT infrastructure for contingency support in case of RNSS outages, and developing mitigation techniques for loss of services (see ICAO Annex 10, Vol. I, Att. H); however, such infrastructure and mitigation techniques may not be available in some areas (for example, over the high seas),

recognizing

*a)* that disruption to RNSS has been identified globally by the aeronautical community and the International Maritime Organization (IMO);

*b)* that there are different types of activities, notably the use of illegal transmitters, which may cause the disruption;

*c)* that ICAO decided at its 40th Assembly in October 2019 to take measures to prevent and avoid interference to RNSS;

*d)* Circular Letter CR/488 of the Radiocommunication Bureau (BR);

*e)* that Article 45 of the ITU Constitution states that “All stations, whatever their purpose, must be established and operated in such a manner as not to cause harmful interference to the radio services or communications of other Member States or of recognized operating agencies, or of other duly authorized operating agencies which carry on a radio service, and which operate in accordance with the provisions of the Radio Regulations”;

*f)* that No. **4.10** states that “the safety aspects of radionavigation and other safety services require special measures to ensure their freedom from harmful interference”;

*g)* that Article 48 of the ITU Constitution states that “Member States retain their entire freedom with regard to military radio installations”;

*h)* that No. **5.328A** states that “Stations in the radionavigation-satellite service in the band 1 164-1 215 MHz … shall not claim protection from stations in the aeronautical radionavigation service in the band 960-1 215 MHz”;

*i)* that identification, reporting and handling of cases of harmful interference, are subject to the provisions of Article **15**,

resolves to urge administrations

1 to apply necessary measures at national level to avoid the commercialization, proliferation and use of illegal transmitters;

2 to take the following actions to prevent and mitigate harmful interference affecting RNSS operating in the frequency bands 1 164-1 215 MHz and 1 559-1 610 MHz without prejudice of the right of administrations to deny access to RNSS, for security or defence purposes:

*a)* to encourage collaboration between national spectrum regulators, enforcement authorities, and RNSS stakeholders in the aeronautical and maritime domains;

*b)* to reinforce coordination between aeronautical, maritime and national security authorities to address interference risks to RNSS systems that may stem from the activities of these national security authorities;

3 to report cases, as the affected administration deems appropriate, of harmful interference to RNSS in accordance with Article **15**,

instructs the Secretary-General

to bring this Resolution to the attention of ICAO and IMO.

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1. 1 This agenda sub-item is strictly limited to the Report of the Director on any difficulties or inconsistencies encountered in the application of the Radio Regulations and the comments from administrations. Administrations are invited to inform the Director of the Radiocommunication Bureau of any difficulties or inconsistencies encountered in the Radio Regulations. [↑](#footnote-ref-1)