Fourth NAM/CAR Air Navigation Implementation Working Group Meeting (ANI/WG/4)
Miami, United States, 21 – 24 August 2018

Agenda Item 3:   **Global and Regional Air Navigation Plans**
    3.4   Other Global/Regional Air Navigation Developments
        3.4.3   Results of the ITU World Radiocommunication Conference 2015 (WRC-15)

INTERNATIONAL TELECOMMUNICATION UNION (ITU) WORLD RADIOCOMMUNICATION CONFERENCE (WRC-19) ICAO POSITION UPDATE

(Presented by the Secretariat)

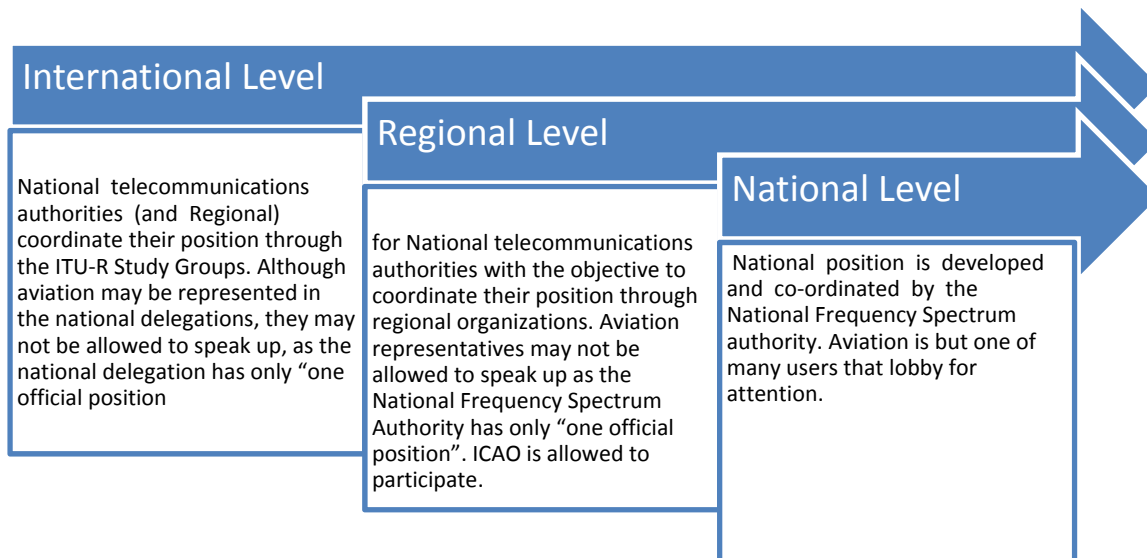| EXECUTIVE SUMMARY |
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| This working paper presents update of the relevant information about the International Telecommunication Union (ITU) World Radiocommunication Conference (WRC-19) and the summary about all activities that NAM/CAR States are developing in the present year. |

Action:	Suggested actions are presented in Section 3.
Strategic Objectives:	• Safety • Air Navigation Capacity and Efficiency
References:	• ICAO NAM/CAR/SAM Regional Preparatory Group (RPG) Workshop for the International Telecommunications Union World Radiocommunication Conference (ITU WRC-2019) (RPG/ITU WRC-2019), Mexico City, Mexico, 6 – 7 February 2018 • Sixth Working Group Meeting of the Frequency Spectrum Management Panel (FSMP-WG/6), Mexico City, Mexico, 8 – 15 February 2018 • Thirty Third MEVA Technical Management Group Meeting (MEVA/TMG/33), Willemstad, Curaçao, 29 - 31 May 2018

1.   Introduction

1.1   The highest level World Radiocommunication Conferences (WRC), held every four years with the objective to provide Maintenance of the International provisions for Spectrum Management, contained in the ITU Radio Regulations (RR), this includes maintenance of the Table of Frequency Allocations.

1.2   As consequence of this, the aviation frequency managers need to develop, and lobby for an aviation position on frequency spectrum use, before the WRC.

1.3   The Aeronautical Frequency Spectrum Management requires coordination of aviation position for ITU World Conference:

International Level

National telecommunications authorities (and Regional) coordinate their position through the ITU-R Study Groups. Although aviation may be represented in the national delegations, they may not be allowed to speak up, as the national delegation has only "one official position

Regional Level

for National telecommunications authorities with the objective to coordinate their position through regional organizations. Aviation representatives may not be allowed to speak up as the National Frequency Spectrum Authority has only "one official position". ICAO is allowed to participate.

National Level

National position is developed and co-ordinated by the National Frequency Spectrum authority. Aviation is but one of many users that lobby for attention.

1.4   The Management and Defence of Aviation Frequency Spectrum are making thought:

- ICAO Frequency Spectrum Strategy: High level vision on existing and future spectrum requirements in support of the evolving CNS systems and infrastructure requirements
- ICAO Frequency Policy Statements: Statements of official policy on each and every frequency band used by aeronautical systems for the provision of CNS
- ICAO Position for WRC: ICAO Position on the specific agenda items of the upcoming ITU WRC to ensure that aeronautical requirements and safety concerns are met.

1.5   The ICAO position for the WRC-19 is based in the following principles:

- To ensure that the ITU Radio Regulations do not compromise the safety of civil aviation
- The ITU Radio Regulations shall not be in conflict with ICAO Standards and Recommended Practices (SARPs)
- The frequency allocations to aeronautical safety services shall be protected in conformity with internationally agreed requirements. Changes to frequency allocations need to be supported by adequate studies in the ITU-R Sector or in ICAO, as appropriate.

1.6   WRC-19 Agenda Items of particular importance to ICAO:

- WRC-19 Agenda Items 1.10 and 9.1 (sub-item 4)
- Agenda Items 1.7, 1.8, 1.9, 1.11, 1.12, 1.13, 1.14, 1.16, 4, 8, 9.1 (issue 9.1.3), 9.1 (issue 9.1.6) and 10.
- WRC-19 Agenda items with no expected impact: 1.1, 1.2, 1.3, 1.4, 1.5, 1.6, 1.15, 2, 3, 5, 6, 7, 9.1 (issue 9.1.1), 9.1 (issue 9.1.2), 9.1 (issue 9.1.5), 9.2 and 9.3.

2.   Discussion

2.1   It is necessary that all States take action to ensure that the radio spectrum used for current and future air navigation services is available. In this sense, the region must ensure that it integrates standardization and harmonization criteria for the protection of the frequencies necessary for air navigation systems and communications, including air-to-air and air-to-ground systems, in addition to the frequencies required by our users and airlines.

2.2   In addition, the region faces new global challenges and users of aviation that must share the radio electric spectrum, as an example, we have regions working in the allocation and regulation of the radio spectrum of the Unmanned Aircraft Systems (UAS) or drones, increasing threat to meteorological radars in the 5600-5650 MHz band, and Civil/Military systems operating in the same spectrum.

2.3   The lack of regional planning can be an unfavourable factor to face the challenges of the future.

2.4   The ITU conference and regulation development has a cycle, every four years. The previous Conference was in 2015, and in 2019 there will be another one. There are States that are working in the agenda and position for the Conference that will be on 2023.

2.5   In that sense, it is necessary that the CAR Region has an active participation that allows protecting and certifying the availability of the frequencies that aviation needs in the region.

2.6   The previous information was discussed during the MEVA / TMG 33 meeting and it was decided to create a working group, part of MEVA that will be responsible for:

1. Track the record of satellite frequencies in each of the States used by MEVA.
2. Update of the list of frequencies assigned by ICAO for the use of aviation, according to the information provided on the website: https://www.icao.int/NACC/Pages/ES/frequency_ES.aspx
3. Prepare important information on the use of frequencies in the future.

3.1   Suggested Actions

3.1   The Meeting is invited to take note of the information provided in this paper and:

   a)   Take note of the information below;

   b)   provide necessary information to the Ad hoc group; in charge of providing information to support the frequencies protection in the region;

   c)   all States to provide a Point of Contact (POC) that will interact with the Ad hoc group ; and

   d)   ensure continuous evaluation and monitoring of the use of the spectrum; and all States to be aware and make good use of the tools available, like the Frequency Finder tool.

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