



# ICAO

International Civil Aviation Organization  
North American, Central American and Caribbean Office  
INFORMATION PAPER

MEVA/TMG/36 — IP/04  
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## Thirty Sixth MEVA Technical Management Group Meeting (MEVA/TMG/36)

On-line, from 1 to 3 June 2021

### Agenda Item 3: Use of Current Aeronautical Frequencies and Their Future 3.1 ICAO position for the International Telecommunication Union World Radio communication Conference 2023 (ITU WRC-23)

#### STATUS OF CAR REGIONAL FREQUENCY LIST UPDATE

(Presented by Haiti)

EXECUTIVE SUMMARY	
This information paper presents a summary of the activities carried out by the Ah-doc Air Frequency Management Group, part of the MEVA/TMG.	
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"><li>• Safety</li><li>• Air Navigation Capacity and Efficiency</li></ul>
<i>References:</i>	<ul style="list-style-type: none"><li>• Thirty-fourth Meeting of the MEVA Technical Management Group, June 2019.</li><li>• Thirty-fifth Meeting of the MEVA Technical Management Group, April 2020.</li></ul>

## 1. Introduction

1.1 The safety of air operations is dependent on the availability of reliable communication and navigation services. Current and future communication, navigation, and surveillance/air traffic management (CNS/ATM) systems are highly dependent upon the availability of sufficient, suitably protected radio spectrum that can support the high integrity and availability requirements associated with aeronautical safety systems. Spectrum requirements for current and future aeronautical CNS systems are specified in the ICAO Spectrum Strategy, as addressed by the Twelfth Air Navigation Conference, and as approved by the ICAO Council.

1.2 In support of the safety aspects related to the use of radio frequency spectrum by aviation, Article 4.10 of the Radio Regulations<sup>1</sup> states, "ITU Member States recognize that the safety aspects of radionavigation and other safety services require special measures to ensure their freedom from harmful interference; it is necessary therefore to take this factor into account in the assignment

<sup>1</sup> Radio Regulations of the International Telecommunication Union (ITU).

and use of frequencies.” In particular, compatibility of aeronautical safety services with co-band or adjacent band aeronautical non-safety services or non-aeronautical services must be considered with extreme care in order to preserve the integrity of the aeronautical safety services.

1.3 Therefore, to guarantee the protection and the monitoring of the aeronautical frequency spectrum in the NAM/CAR region, it was created during the MEVA TMG/33 the MEVA Frequencies Management Ad-Hoc Group. Its essential tasks remain:

- a) Update the lists of operational frequencies in the region: <https://www.icao.int/NACC/Pages/frequency.aspx>
- b) Improve the mechanism of coordination to allocate frequencies in the Caribbean with ICAO and the United States.
- c) Ensure the protection of the satellite band for Aviation, for MEVA operability.
- d) Provide information about activities in the region and goals for the future.

## 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 this sense, the MEVA Frequencies Management Ad-Hoc group contacted all MEVA States via their Points of Contact (PoCs) provided at TMG34, and recommended all States to update the COM Lists 1, 2 and 3; and to send the updated versions to the Ad-Hoc Group Coordinator for review and transmission to ICAO for publication on their official website through the link below: <https://www.icao.int/NACC/Pages/frequency.aspx>.

2.3 The table below give an overview of the data received from all MEVA States:

STATE	Organisation	POC	email	COM list 1	COM List 2	COM List 3
Aruba	ANSA	Joselito Correia de Andrade	<a href="mailto:joselito.correiedeandrade@ansa.aw">joselito.correiedeandrade@ansa.aw</a>	N/A	Updated	Updated
Cayman	Cayman Islands Airport Authority	Cleavy A. Scott	<a href="mailto:Cleavy.Scott@caymanairports.com">Cleavy.Scott@caymanairports.com</a>	Updated	Updated	Updated
COCESNA	COCESNA	Manuel Flores	<a href="mailto:manuel.flores@cocesna.org">manuel.flores@cocesna.org</a>			
Cuba	IACC	Carlos M. Jiménez Guerra	<a href="mailto:carlosm.jimenez@iacc.avianet.cu">carlosm.jimenez@iacc.avianet.cu</a>	Updated		Updated
Curacao	DC-ANSP	Jean Baptiste Getrouw	<a href="mailto:J.Getrouw@dc-ansp.org">J.Getrouw@dc-ansp.org</a>			Updated
Dom Rep	IDAC	Elvis A. Collado	<a href="mailto:ecollado@idac.gov.do">ecollado@idac.gov.do</a>		No changes	Updated
Freeport	BANSO	Earl A. Rahming	<a href="mailto:rahmingearl@gmail.com">rahmingearl@gmail.com</a>	Updated	Updated	Updated
Haiti	OFNAC	Nadia Leopold	<a href="mailto:nleopold@hotmail.com">nleopold@hotmail.com</a>	N/A	Updated	Updated
Jamaica	JCAA	Derrick Grant	<a href="mailto:derrick.grant@jcaa.gov.jm">derrick.grant@jcaa.gov.jm</a>	Updated	Updated	Updated
Mexico	SCT	Daniel Castañeda Cruz	<a href="mailto:dcastane@sct.gob.mx">dcastane@sct.gob.mx</a>	Updated	Updated	Updated
Nassau	BANSO	Earl A. Rahming	<a href="mailto:rahmingearl@gmail.com">rahmingearl@gmail.com</a>	Updated	Updated	Updated
Panama						
Puerto Rico	FAA	Rodney Murphy/ Lorena Carvajal	(Rodney.Murphy@faa.gov (Lorena.Carvajal@faa.gov			
St Maarten						

2.4 This process of updating the States frequencies lists needs to be extended to the entire NAM/CAR region. ICAO is planning to continue promoting to the States some powerful tools, like the Frequency Finder; and workshops will be available to master those tools. This aim to help us better

understand and coordinate with ICAO, the frequencies allocation procedures to reduce the risk for interference for radio communication and radio navigation systems that support current and future safety-of-flight applications.

2.5 Due to the FCC's decision to allow 5G access to C-band spectrum, the MEVA network was subject to new frequency change. This change required all MEVA nodes to have new operational frequencies. Frequentis confirmed on March 8th 2021, that the frequency change was a success. Therefore all MEVA States should launch the procedure to register those new satellite frequencies with their local Spectrum Regulation Authority, thus to ensure protection of the aeronautical satellite spectrum.

2.6 On 25 March 2021, the Secretariat General of ICAO issued an official letter urging States and the Aviation industry to pay close attention regarding the danger of harmful interference for aircrafts' on-board radio-altimeters (RA) with 5G telecommunications systems in the 3.7–3.98 GHz band.

2.7 The radio altimeter is a mandated critical aircraft safety system operating in the 4 200-4 400 MHz frequency band and used to determine the aircraft's height above terrain, enabling several safety related flight operations and navigation functions on all commercial aircraft and a wide range of other civil aircraft types. Such functions and systems include terrain awareness, aircraft collision avoidance, wind shear detection; flight controls, and functions to automatically land an aircraft. Harmful interference to the function of the radio altimeter during any phase of flight would pose a serious safety risk.

### **3 Conclusions**

3.1 Radio spectrum is an important resource for air navigation operations, it is necessary for the region to have the most up-to-date information to avoid interference in the work and coordination between States.

3.2 It is crucial that States update this information and provide it to the ICAO NACC Office for updating on the platform to ensure better management