

## **European Common Proposals**

### **PROPOSALS FOR THE WORK OF THE CONFERENCE**

#### **Agenda item 10**

10 to recommend to the Council items for inclusion in the agenda for the next WRC, and to give its views on the preliminary agenda for the subsequent conference and on possible agenda items for future conferences, in accordance with Article 7 of the Convention,

#### **Introduction**

Agenda item 10 requests WRC 19 to recommend to the Council items for inclusion in the agenda for the next WRC, and to give its view on the preliminary agenda for the subsequent Conference and on possible agenda items for future conferences, taking into account Resolution 810 (WRC 15).

The European proposals for the Agenda for WRC-23 builds upon some of the preliminary agenda items contained in Resolution 810 (WRC-15), as well as proposals for the consideration of new topics.

On a general basis, all proposed agenda items have to be considered under the general principle to take due regard to the requirements of existing and future services in the bands under consideration in a view of not putting undue constraints on existing services.

On this basis, Europe proposes that WRC 19 suppresses Resolution 810 (WRC-15) and adopts Draft New Resolution [EUR-A10] (WRC-19) as the basis for the provisional agenda for WRC-23 for adoption by the Council.

**ADD EUR/9AXX/4**

**DRAFT NEW RESOLUTION [EUR-B10-2] (WRC-19)**

**Studies on frequency-related matters, including possible additional allocations, for the possible introduction of new non-safety aeronautical mobile applications.**

The World Radiocommunication Conference (Sharm el-Sheik Egypt, 2019),

*considering*

- a) that the number of manned and unmanned aircraft equipped with sensors has grown significantly in the past 20 years;
- b) that the need for bidirectional low to high data rate communications between aeronautical stations and aircraft stations, or between aircraft stations is consequently increasing;
- c) that the considered communication data links implement channel bandwidths from some kHz up to some hundreds of MHz requiring to study frequencies in the VHF range up to 23 GHz.
- d) that these new aeronautical communications are not related to safety of flights;
- e) that there is no clear identification of those bands in which these new aeronautical communication systems may be developed with a sufficient level of confidence for long term investment by industry;
- f) that the decisions of previous conferences have introduced some restrictions to the use and have imposed constraints on the development of these communication systems within several existing mobile allocations traditionally used by the aeronautical mobile applications;
- g) that the existing mobile allocations which can be used by these communication systems have some limitations due to coexistence with other services in the band;
- h) that in Region 1, there are allocations to the mobile except aeronautical mobile service in some frequency bands which are allocated to the mobile service in Regions 2 and 3;
- i) that harmonized worldwide allocation would facilitate the implementation of these new aeronautical communication systems ;
- j) the only frequency ranges beyond 400 MHz, worldwide identified for aeronautical mobile applications other than those with the mobile allocation, those en route (R) or for telemetry are beyond 55 GHz as per N° 5.558;
- k) that an adaptation of the regulatory framework for further visibility, protection and development of non-safety aeronautical mobile applications may be required;

*recognizing*

- a) that the use innovative sharing methods may be considered to ensure the protection of existing services while offering the possibility to have access to new frequency bands;
- b) that the implementation of tuning ranges may allow granting authorization depending on national circumstances and spectrum policies;
- c) that the use of frequencies of Appendix 18 to the Radio Regulation for the maritime VHF communication shall be protected;
- d) that new allocations for the aeronautical mobile service in the range 144-174 MHz would extend the existing usage in the band 138-144 MHz and would ensure the possibility to

develop systems operating on a wider tuning range providing that the protection of the incumbent services is ensured;

*noting*

- a) that the band 144-146 MHz is allocated to the amateur and amateur-satellite on a primary basis in all Regions;
- b) that the band 5000-5010 MHz is allocated to the radionavigation satellite service (earth to space) on a primary basis;
- c) that the band 15.4-15.7 GHz is allocated to the radiolocation, aeronautical radionavigation and, part of, to the fixed-satellite (Earth-to-space) service on a primary basis;
- d) that the band 5000-5010 MHz is adjacent to the band 5010-5030 MHz which is allocated to the radionavigation-satellite (space-to-Earth) (space-to-space) service on a primary basis;
- e) that the bands 162,0375-174 MHz, 862-874 MHz and 22-22.21 GHz are allocated on a primary basis to the mobile except aeronautical mobile service;
- f) that footnotes 5.312 and 5.323 allocate the 645-960 MHz band or parts thereof to the aeronautical radionavigation service on a primary basis in several countries of Region 1
- g) that the bands 5000-5010 MHz, 15.4-15.7 GHz and 144-146 MHz are adjacent respectively to the band 4990-5000 MHz, 15.35-15.4 GHz and 150.05-153 MHz which are allocated to the radioastronomy service on a primary basis;
- h) that the band 22.01-22.21 GHz is covered by No. 5.149;

*resolves to invite ITU-R*

- 1 to study spectrum needs for new non-safety aeronautical mobile applications for air to air, ground to air and air to ground communications of manned and unmanned aircraft systems;
- 2 to study the bands 162,0375-174 MHz, 862-874 MHz and 22-22.21 GHz already allocated on a primary basis to the mobile except aeronautical mobile service, in order to evaluate the possible revision or deletion of the “except aeronautical mobile” restriction;
- 3 to study possible new allocations to the aeronautical mobile service in the bands 144-146 MHz, 5000-5010 MHz and 15.4-15.7 GHz, while ensuring the continued operation and the protection of existing services in the considered bands and, as appropriate, adjacent bands, and not constraining future development of these services;
- 4 to review studies in resolve 1 to 3 and elaborate regulatory measures for the possible introduction of new non-safety aeronautical mobile applications;
- 5 to complete studies in time for WRC-23,

*further resolves to invite WRC-23*

to review the results of these studies and take appropriate actions,

*invites administrations*

to participate actively in the studies by submitting contributions to ITU-R.

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## Proposals on an Agenda item for WRC-23

**Subject:**

Studies on frequency-related matters, including possible additional allocations, for the possible introduction of new non-safety aeronautical mobile applications.

**Origin:** France

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***Proposal:***

In accordance with Resolution [EUR-B10-2] (WRC-19), to review studies on spectrum needs, coexistence with radiocommunication services and regulatory measures for the possible introduction of new non-safety aeronautical mobile applications:

- Spectrum needs for new non-safety aeronautical mobile applications for air to air, ground to air and air to ground communications of manned and unmanned aircraft systems.
  - Studies within the bands already allocated on a primary basis to the mobile except aeronautical mobile service above 146 MHz and up to 23 GHz in order to evaluate the possible revision or deletion of the “except aeronautical mobile” restriction. The following bands are proposed to be studied : 162,0375-174,000 MHz, 862-874 MHz and 22-22.21 GHz.
  - Study possible new allocations to the aeronautical mobile service in the bands 144-146 MHz, 5000-5010 MHz and 15.4-15.7 GHz, while ensuring the continued operations and the protection of existing services in those bands and, as appropriate, adjacent bands, and not constraining future development of these services.
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