|  |  |  |
| --- | --- | --- |
| APTlogogreen3 | ASIA-PACIFIC TELECOMMUNITY | **Document:**  |
| **The 2nd Meeting of the APT Conference Preparatory Group for WRC-19 (APG19-2)** | **APG19-2/OUT-19 (Rev.1)** |
| 17 – 21 July 2017, Bali, Republic of Indonesia | **21 July 2017** |

Working Party 5

**PRELIMINARY VIEWS ON WRC-19 AGENDA ITEMS 1.10**

**Agenda Item 1.10:**

*to consider studies on spectrum needs and regulatory provisions for the introduction and use of the global aeronautical distress and safety system, in accordance with Resolution* ***426 (WRC-15)****;*

**1. Background**

Recent tragedies of aircraft flight highlighted limitation of the current air navigation system and stressed the necessity of timely identification and location of aircraft on distress occasions. To address issues, the International Civil Aviation Organization (ICAO) held a Special Meeting on global flight tracking (GFT) of Aircraft in May 2014 and formed two groups. One of them was an ICAO ad hoc Working Group tasked to develop a concept of operations (ConOps) to support the development of a global aeronautical distress and safety system (GADSS). GADSS was designed to address all phases of flight under all circumstances including distress and consists of the following main functions.

* Aircraft Tracking Function;
* Autonomous Distress Tracking function;
* Post Flight Localization and Recovery function; and
* GADSS Information Management and Procedures

With regards to spectrum needs and regulatory provisions necessary for the implementation of the GADSS, WRC-15 adopted Resolution 426 (WRC-15) and WRC-19 agenda item 1.10.

Resolution **426 (WRC-15)** - Studies on spectrum needs and regulatory provisions for the introduction and use of the Global Aeronautical Distress and Safety System

resolves to invite the 2019 World Radiocommunication Conference

1 to take appropriate actions, taking into account the results of ITU-R studies;

2 to analyse the necessity for further studies, and consider whether this matter should be brought to the attention of a future competent conference,

As the responsible group for WRC agenda item 1.10, Working Party 5B (WP5B) is developing one ITU-R Report and the Draft CPM text of agenda item 1.10 which is in the very early stage in development.

Relevant ITU-R Reports/Recommendations, and ongoing studies are as follows:

* Working Document Towards a PDN Report ITU-R M.[GADSS] – The Global Aeronautical Distress and Safety System (GADSS) ([5B/305 Annex 26](https://www.itu.int/md/R15-WP5B-C-0305/en))
* Working Document towards Draft CPM Text for WRC-19 Agenda Item 1.10 ([5B/305 Annex 7](https://www.itu.int/md/R15-WP5B-C-0305/en))

**2. Documents**

* Input Documents: APG19-2/INP-12 (KOR), APG19-2/INP-24 (NZL), APG19-2/INP-32 (AUS), APG19-2/INP-43 (INS), APG19-2/INP-48 (VTN), APG19-2/INP-53 (CHN), APG19-2/INP-70 (THA)
* Information Documents: APG19-2/INF-01 (Chairman, APG-19), APG19-2/INF-02 (ICAO), APG19-2/INF-04 (CITEL), APG19-2/INF-05 (RCC), APG19-2/INF-07 (ATU), APG19-2/INF-14 (CEPT)

**3. Summary of Discussions**

**3.1 Summary of Members’ view**

**3.1.1 Republic of Korea**

The Republic of Korea supports relevant ITU-R studies being carried out for the introduction of GADSS in accordance with Resolution **426 (WRC-15)** and is of the preliminary views that studies on spectrum needs and regulatory provisions need to be based on GADSS concept and related information provided by ICAO.

**3.1.2 New Zealand**

New Zealand supports the ITU-R studies undertaken in accordance with Resolution **426 (WRC-15)** to facilitate the implementation of GADSS.

**3.1.3 Australia**

Support ICAO and ITU-R activities in regards GADSS. Support consequential changes to Chapters **VII** and **VIII** of the Radio Regulations to ensure provisions are consistent with the GADSS Operational Concept.

**3.1.4 Republic of Indonesia**

Indonesia supports that activities of WP 5B to spectrum needs and regulatory provisions for the introduction and use of the Global Aeronautical Distress and Safety System (GADSS). Indonesia support that recognizes that the implementation of the GADSS concept would contribute to increase the effectiveness of the current alerting of search and rescue services for civil aviation transportation.

**3.1.5 Socialist Republic of Viet Nam**

Viet Nam Administration supports the activities of ITU-R and ICAO which are related to the introduction of GADSS.

In regarding the modification of the Radio Regulations under WRC-19 Agenda Item 1.10, this Administration is of the view that:

* GADSS concept must be clearly defined by ICAO and officially submitted to the ITU in timely manner to bring into study under WRC-19 Agenda item 1.10,
* ITU-R studies on spectrum need, frequency bands, technical requirement, regulatory provisions for the introduction and use of GADSSshouldbe identifiedbased on, and limited to this GADSS concept,
* In the case that ICAO could not maturely make GADSS concept in accordance with WRC-19 timeframe, the consideration of spectrum needs and regulatory provisions for introduction of GADSS could be an agenda item for the competent conference.

**3.1.6 People’s Republic of China**

1) China supports studies relating to the identification of any regulatory changes required for the implementation of GADSS that are ongoing within ICAO and ITU-R.

2) Any new spectrum allocations to GADSS shall not cause any harmful interference nor impose limitation to incumbent aeronautical systems, including both ICAO standardized systems and non-ICAO standardized systems.

**3.1.7 Thailand**

Thailand supports studies currently undertaken by Working Party 5B. Thailand is of the view that the studies to identify spectrum needs and regulatory provisions required for the implementation of GADSS should take into account ICAO requirements, to ensure its full compatibility with existing systems.

**3.2 Key points raised during the meeting**

The meeting noted that the most recent version of the GADSS-Concept of Operation ([Version 6.0](https://www.icao.int/safety/globaltracking/Pages/Homepage.aspx)) is mature and available online.

**4. APT Preliminary View(s)**

APT Members support the ITU-R studies being undertaken for the introduction and use of Global Aeronautical Distress and Safety System (GADSS) in accordance with Resolution **426 (WRC-15)**.

APT Members are of the view that the studies on spectrum needs and regulatory provisions required for the implementation of GADSS should take into account the GADSS concept developed and provided by ICAO.

**5. Other Views**

None

**6. Views from Other Organisations**

* ASMG
	+ - Support following-up studies and ensuring the protection of existing services in the case of new allocations are made.
* ICAO
	+ - To support studies to identify any regulatory changes required for the implementation of GADSS in accordance with ICAO requirements, and action by WRC-19 to integrate those changes into the Radio Regulations.
* CITEL (Preliminary view, CAN, USA, B)
	+ - The quantification and characterization of the radiocommunications requirements for both the terrestrial and satellite components of GADSS are the responsibility of ICAO.
		- Based on those requirements, relevant studies should be conducted in the ITU‐R to review existing regulatory provisions and determine if additional regulatory changes are needed.
		- ITU‐R studies should be done in coordination with ICAO.
* RCC
	+ - The RCC Administrations support the need in the development of the Global Aeronautical Distress and Safety System (GADSS).
		- The RCC Administrations consider that spectrum requirements, frequency bands, regulatory provisions for the introduction and use of GADSS should be identified based on GADSS concept which shall be developed by ICAO and submitted to the ITU. And GADSS shall share the considered and adjacent frequency bands with systems in existing services without imposing additional constraints on the existing systems.
		- The RCC Administrations do not oppose the revision of Resolution 426 (WRC-15) to increase the period of studies on spectrum requirements and regulation for implementation and use of GADSS and transfer this issue to the WRC-23 agenda.
* CEPT
	+ - CEPT recognises that the implementation of the GADSS concept would contribute to increasing the effectiveness of the current alerting of search and rescue services for civil aviation transportation.

**7. Issues for Consideration at Next APG Meeting**

APT Members are encouraged to contribute to the next APG meeting on the Agenda Item 1.10 taking into account the studies of ITU-R and ICAO.

\_\_\_\_\_\_\_\_\_\_\_\_