**Report of the Agenda Item Coordinator during CPM19-2**

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Report Date: 19 Feb. 2019

1. 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. APT Preliminary Views and/or APT Views for the modification of draft CPM Report (which was submitted to CPM19-2) on the Agenda Item

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:

* no additional spectrum allocations and no changes to Article 5 of the Radio Regulations are required
* modification of Chapter VII in the Radio Regulations to facilitate introduction of GADSS is required including modification of Article 30 General provision and addition of Article 34A
* the details of the GADSS elements are defined in Annexes to the ICAO Convention
* any studies on regulatory provisions required for the implementation of GADSS should take into account the GADSS concept provided by ICAO

APT Members support the modifications of the Radio Regulations as proposed in the Method A contained in the draft CPM report regarding this agenda item.

1. Topics proposed by other regional Groups or ITU Members which are not included in no. 2 above

3.1 IMO (Doc. CPM19-2/3)

The integrity of GMDSS should be protected. The regulations for GADSS should be kept in a separate article from the provisions on GMDSS contained within Chapter VII of the Radio Regulations.

3.2 The United States of America (USA) (Doc. CPM19-2/31)

The United States proposes edits to the background section highlighted in turquoise in the draft CPM text of agenda item 1.10 based on the information received at the November 2018 ITU-R Working Party 5B meeting.

In addition, ITU-R has been informed by ICAO that:

1) systems being utilized to meet GADSS requirements should not receive any additional priority beyond that accorded by the Radio Regulations to the radiocommunication service(s) under which those systems operate, and

2) ICAO does not support regulatory modifications that would require future WRC action in order to update or modify GADSS requirements and/or systems available for satisfying GADSS requirements.

3.3 Russian Federation (RUS) (Doc. CPM19-2/67)

The Russian Federation proposes new Method C: no changes to the Radio Regulations.

**Reasons:** Aviation systems included in GADSS shall operate in the frequency bands allocated to aviation services on a primary basis or in frequency bands allocated to safety services based on international aviation standards (SARPs) developed by ICAO. Such standards shall include a description of the technical characteristics of the GADSS elements, including the frequency bands they use, as well as their protective criteria. The timely provision of such information in ITU-R will allow for the development of relevant ITU-R Recommendations, and take into account the aviation systems of the GADSS in further ITU-R studies. ICAO is currently opposed to the development of such standards, believing that the implementation of GADSS can be carried out on the basis of performance-based standards, which do not contain information on the bands, technical characteristics and protective criteria of the systems used. The use of such standards will not allow to determine the bandwidths used by the GADSS elements and to consider these elements in the compatibility studies undertaken by ITU-R. In this connection it is offered that if the GADSS will be developed on the basis of performance-based standards, it is not necessary to make any changes in the Radio Regulations.

In Method B, the Russian Federation proposes the following text highlighted in turquoise to be included.

**ADD**

**34A.3** The radiocommunication systems meeting the GADSS performance requirements may operate in the radiocommunication services having an appropriate allocation in Article **5**. The choice of a primary type of radiocommunication service to be used depends on the requirements of the specific GADSS function. This use of GADSS frequency bands shall not prevent the use of these bands by any application of the services to which these bands are allocated, nor shall establish a priority for GADSS.     (WRC‑19)

3.4 France (F) (Doc. CPM19-2/98)

France proposes a new Method A: No changes to Radio Regulations

**Reasons:** It is proposed by recognizing the conclusion of Report ITU-R M.2436 that the GADSS requirements can be satisfied using existing systems operating within existing aeronautical frequency allocations and distress spectrum (e.g. 406.1 MHz). Regarding Resolution **426 (WRC-15)**, the introduction of GADSS can be ensured by ICAO without any modifications of RR that offers enough flexibility to fulfil ICAO requirements of GADSS, while protecting incumbent services.

France also proposes to change existing Methods A and B to Methods B and C respectively.

The modifications of the RR proposed under both Method B (in No. 34A.2) and Method C (in No. 34A.3) specify:

- that radiocommunication systems contributing to the GADSS have to be operated in conformity with the RR;

3.5 China (CHN) (Doc. CPM19-2/113)

China submitted its Preliminary views on this agenda item.

1) That GADSS elements shall use frequency bands which have already been provided for safety purposes.

2) That GADSS shall only operate using primary service allocations.

3) The system elements of the GADSS including their operating frequency bands and technical characteristics should be included in a future ITU-R Recommendation.

3.6 Algeria (ALG), Saudi Arabia (ARS), Egypt (EGY) (Doc. CPM19-2/126)

The contributing administrations consider that there is an inconsistency between what is stated clearly in Section 5/1.10/4.2 that “GADSS shall only operate using primary service allocations” and also what is included in Section 5/1.10/1 that “Method B also states that, for all GADSS functions, only frequency bands that already have been allocated on a primary basis and for safety purposes be used” with the proposed provision No. **34A.3 as option 2** in section 5/1.10/5.2

**Option2:**

**ADD**

**34A.3** The radiocommunication systems meeting the GADSS performance requirements shall only operate in the radiocommunication services that already have been allocated on a primary basis in Article **5** and have already been provided for safety purposes.     (WRC‑19)

Draft NEW Resolution [A110-GADSS] (WRC-19)

Implementation and operation of global aeronautical distress and safety system

…

*resolves*

1. that GADSS elements shall use frequency bands which have already been allocated on a primary basis and have been provided for safety purposes;
2. Progress of discussion during CPM19-2 on the Agenda Item

Russia and France proposed a new method which is no change to RR. Heir reasonings are as follows:

Method A introduces only a high level description of GADSS which is not sufficient for ITU-R to determine any necessary system protections or help in compatibility studies. In addition, by not specifying specific systems and/or specific operating frequency bands, the proposed provisions do not offer any regulatory benefits, but may result in trying to operate distress and safety systems, with consequential protection requirement, outside distress and safety bands defined in the RR, which may impact other uses.

Method B does not meet the desire by ICAO to avoid future ITU-R actions in order to update or modify GADSS requirements and/or systems available for satisfying GADSS requirements.

As noted ICAO is able to implement the GADSS under the current RR.

As a result, NOC is proposed.

In addition to the above proposals, the proposal of USA and multi country proposal of Algeria, Saudi Arabia and Egypt to improve draft CPM Report were reflected in Doc. CPM19-2/210.

1. Issues which require discussion at APG Coordination meeting and seek guidance thereafter.

No.

*Note: Coordinators are encouraged to conduct informal consultation with interested APT Members on the issues/topics under no. 3 and inform the outcomes of consultation to the Coordination Meeting*.