

**UNITED STATES OF AMERICA**  
**PROPOSAL FOR THE WORK OF THE CONFERENCE**

**Agenda Item 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, taking into account Resolution 806 (WRC-07)*

**Background Information:** The International Civil Aviation Organization (ICAO) held a Special Meeting on Global Flight Tracking of Aircraft in Montreal May 2014, and formed two groups to address the near-term priority to track airline flights, no matter their global location or destination. Those groups were an ICAO ad hoc Working Group to develop a concept of operations to support future development of a Global Aeronautical Distress and Safety System (GADSS) and an industry led group under the ICAO framework called the Aircraft Tracking Task Force (ATTF) to identify near term capabilities for normal flight tracking using existing technologies. In combination, those efforts will address issues such as:

- Aircraft tracking under normal and abnormal conditions
- Autonomous distress tracking
- Automatic deployable flight recorder
- Procedures and information management

The collective urgency of the situation is highlighted by the decision of the ITU Plenipotentiary Conference, through Resolution 185, to instruct WRC-15, pursuant to No. 119 of the ITU Convention, to include in its agenda, as a matter of urgency, the consideration of global flight tracking, including, if appropriate, and consistent with ITU practices, various aspects of the matter, taking into account ITU-R studies. The United States believes that ultimately the characteristics of global flight tracking (GFT) are the responsibility of ICAO. Given the complexity of the issue, the United States also believes that full understanding of the GFT requirements will not be available in order to be completely addressed at WRC-15. The United States therefore proposes to address the new WRC-15 agenda item on GFT with a two-pronged approach: (1) the addition of a primary aeronautical mobile-satellite (R) service (AMS(R)S) allocation in the frequency range 1 087.7-1 092.3 MHz to facilitate satellite reception of ADS-B; and (2) the addition of an item to the 2019 WRC agenda to address other requirements which may come out of the ongoing ITU-R studies and consultations with ICAO. The former is addressed in a separate proposal to WRC-15.

With respect to the latter, while the systems needed have yet to be fully defined it is anticipated that there may be a need to change the Radio Regulations in order to facilitate those efforts. It is therefore proposed that an agenda item be established for WRC-19 that is flexible enough to address any required changes to the Radio Regulations necessary to allow the implementation of the GADSS, as well as full implementation of the to-be-defined GFT.

**Proposal:**

**MOD** USA/10/1

RESOLUTION 806 (WRC-15)

**Agenda for the 2019 World Radiocommunication Conference**

The World Radiocommunication Conference (Geneva, 2015),

**ADD** USA/10/2

**X.X** to consider regulatory actions, including spectrum allocations, to address evolving needs of Global Flight Tracking and the Global Aeronautical Distress and Safety System in accordance with Resolution **AIR (WRC-15)**.

**Reasons:** To support International Civil Aviation Organization activities to improve aircraft tracking, and to facilitate aircraft communications in the event of emergencies.

**ADD** USA/10/3

RESOLUTION AIR (WRC-15)

**Aircraft Tracking and Distress Communications**

The World Radiocommunication Conference (Geneva, 2015),

*considering*

- a)* that there is a growing desire to track airline flights, no matter their global location or destination;
- b)* that new technologies, including satellite technologies, are being developed to support communications and air navigation, including surveillance applications;
- c)* that in the event of aircraft distress situations, additional communications may be required,

*recognizing*

- a)* that the International Civil Aviation Organization (ICAO) is developing a concept of operations to support future development of a Global Aeronautical Distress and Safety System (GADSS) , and identifying near term capabilities for normal flight tracking using existing technologies;
- b)* that the constituent elements of the systems discussed in *recognizing a)* are not yet defined by ICAO,

*resolves to invite WRC-19*

taking into account the results of ITU-R studies, to consider any necessary regulatory actions, including spectrum allocations, to address requirements for the functions discussed in *considering a)* and *recognizing a)*,

*resolves to invite the ITU-R*

to conduct in time for WRC-19, necessary sharing and compatibility studies to ensure protection of existing services within the frequency bands that may be identified for the functions discussed in *considering a)* and *recognizing a)* ,

*invites administrations*

to participate actively in the studies and provide the technical and operational characteristics of the systems involved by submitting contributions to the ITU-R,

*further invites*

the International Civil Aviation Organization (ICAO), the International Air Transport Association, administrations and other organizations concerned to participate in the studies identified in *invites ITU-R* above,

*instructs the Secretary General*

to bring this resolution to the attention of the International Civil Aviation Organization.

**Reasons:** A resolution will support the ITU-R studies needed under the relevant WRC-19 agenda item.

## ATTACHMENT

### PROPOSAL FOR ADDITIONAL AGENDA ITEM STUDYING THE SPECTRUM REQUIREMENTS FOR THE GLOBAL AERONAUTICAL DISTRESS AND SAFETY SYSTEM AND AIRCRAFT FLIGHT TRACKING

**Subject:** Proposed Future WRC Agenda Item for WRC-19 to support ongoing International Civil Aviation Organization activities to improve aircraft tracking, and to facilitate aircraft communications in the event of emergencies.

**Origin:** United States of America

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*Proposal: to address evolving needs of Global Flight Tracking and the Global Aeronautical Distress and Safety System.*

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**Background/reason:.**

The International Civil Aviation Organization (ICAO) held a Special Meeting on Global Flight Tracking of Aircraft in Montreal May 2014, and formed two groups to address the near-term priority to track airline flights, no matter their global location or destination. Those groups were an ICAO ad hoc Working Group to develop a concept of operations to support future development of a Global Aeronautical Distress and Safety System (GADSS) and an industry led group under the ICAO framework called the Aircraft Tracking Task Force (ATTF) to identify near term capabilities for normal flight tracking using existing technologies. Given the complexity of the issues, full understanding of the requirements will not be available in order to be completely addressed at WRC-15.

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**Radiocommunication services concerned:** Fixed-Satellite Service, Mobile-Satellite Service, Mobile Service

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**Indication of possible difficulties:** None foreseen

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**Previous/ongoing studies on the issue:** None to date

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<b>Studies to be carried out by:</b> SG5	<b>with the participation of:</b> SG4
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**ITU-R Study Groups concerned:** SG4, SG5

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**ITU resource implications, including financial implications (refer to CV126):** **Minimal**

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<b>Common regional proposal:</b> Yes/No	<b>Multicountry proposal:</b> Yes/No
Number of countries:	

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**Remarks**