

## DRAFT

## UNITED STATES OF AMERICA

## DRAFT PROPOSALS FOR THE WORK OF THE CONFERENCE

**Agenda Item 1.17:** *to consider possible spectrum requirements and regulatory actions, including appropriate aeronautical allocations, to support wireless avionics intra-communications (WAIC), in accordance with Resolution 423 (WRC-12)*

**Background Information:** The 2012 World Radiocommunication Conference (WRC-12) in response to a request to consider possible spectrum requirements and regulatory measures in support of wireless avionics communication systems, approved, Agenda Item 1.17 for WRC-15.

WRC-12 resolved to invite the ITU-R to consider, based on the results of ITU-R studies, possible regulatory actions, including appropriate aeronautical allocations, to support the implementation of WAIC systems, while taking into account spectrum requirements for WAIC and protection requirements for incumbent systems operating in accordance with existing allocations.

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Resolution 423 (WRC-12), invites Working Party 5B (WP5B) to consider:

- i. frequency bands within existing worldwide aeronautical mobile service, aeronautical mobile (R) service and aeronautical radionavigation service allocations; and
- ii. additional frequency bands above 15.7 GHz for aeronautical services if spectrum requirements cannot be met in frequency bands studied under *invites ITU-R 3 i)*

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Studies submitted to WP5B show that WAIC systems can be accommodated in the band 4200-4400 MHz provided that mitigation techniques for some applications, provided in [Working document towards a preliminary draft new Report, ITU-R M.[WAIC SHARING 4 200-4 400MHz - Compatibility analysis between wireless avionics intra-communications systems and systems in the existing services in the frequency band 4 200-4 400 MHz. Document 5B/TEMP/241] are utilized. If such mitigation techniques cannot be utilized, then some external, WAIC applications might not be compatible with existing aeronautical services.

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However, both radio altimeter and WAIC systems are aeronautical applications and regulated by aviation certification authorities. Additional standardization and aircraft certification efforts must occur within the aviation community in order to guarantee the safe and compatible operation of WAIC and radio altimeter systems.

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Therefore, the United States proposes an additional allocation to the Aeronautical Mobile (Route) Service, limited to WAIC systems to the frequency band 4 200-4 400 MHz.

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**Proposal:****ADD** USA/1.17/1

## ARTICLE 5

**Frequency allocations****Section IV – Table of Frequency Allocations****4 200-4 400 MHz**

Allocation to services		
Region 1	Region 2	Region 3
<b>4 200-4 400</b>	AERONAUTICAL RADIONAVIGATION <a href="#">MOD 5.438</a> <a href="#">AERONAUTICAL MOBILE (R) ADD 5.XXX</a> 5.439 5.440 <a href="#">ADD 5.YYY</a>	

[MOD 5.438](#) Use of the band 4 200-4 400 MHz by the aeronautical radionavigation service is reserved exclusively for radio altimeters installed on board aircraft and for the associated transponders on the ground.

[ADD 5.XXX](#) Use of the frequency band 4 200- 4 400 MHz by the aeronautical mobile (R) service is limited to internationally standardized aeronautical systems for the provision of wireless avionics intra-communications.

[ADD 5.YYY](#) Passive sensing in the Earth exploration-satellite and space research services may be authorized in the band 4200-4400 MHz on a secondary basis (no protection is provided by radio altimeters or by wireless avionics intra-communications).

Reason: To add a primary Aeronautical mobile (route) service (AM(R)S) allocation in the frequency band 4200-4400 MHz to Article 5 of the Radio Regulations. The AM(R)S allocation is limited to WAIC systems via footnote. The Earth exploration-satellite and Space research services maintain their status via footnote.

**Deleted:** However, passive sensing in the Earth exploration-satellite and space research services may be authorized in this band on a secondary basis (no protection is provided by the radio altimeters).

SUP USA/AI 1.17/2RESOLUTION 423 (WRC-12)Consideration of regulatory actions, including allocations, to support  
Wireless Avionics Intra-Communications

Reason: The required studies have been completed and this resolution is no longer needed.