

Preliminary view on WRC-19 Agenda item 1.8

Agency	Views
APT	<p>Preliminary View</p> <ol style="list-style-type: none"> 1. support the incorporation of NAVDAT systems and NAVDAT frequencies, both MF and HF as described in Recommendation ITU-R M.2010 and ITU-R M.2058, into GMDSS. The existing frequencies used for NAVTEX should be retained. 2. support the introduction of modifications to the Radio Regulations to provide for additional satellite systems should not have any impact on the existing services within the frequency band and the adjacent bands under study . <p>Other view</p> <p>Some APT members have the view that the listed frequencies of the additional GMDSS satellite provider in the Appendix 15 should be on primary basis.</p>
ASMG	<p>Supports:</p> <ol style="list-style-type: none"> 1. The consideration of possible regularoty actions to support the modernization of GMDSS. 2. The introduction of additional satellite systems in the GMDSS system while ensuring compatibility and interconnection among the new and the current system. 3. Following up studies to be undertaken by ITU-R on the protection of frequency bands being used in the future.
ATU	<ol style="list-style-type: none"> 1. Support studies on GMDSS Modernization following related activity in the IMO, in accodance with Res 359. 2. Support introduction of additional satellite operator in the GMDSS, subject to IMO approval, in order to achieve, reducdancy and global coverage in maritime safety service. 3. Encourage administrations to contribute to the development of suitable CPM text on the actual regulatory measures that could gice effect to the objective in 1 and 2 above.
CEPT	<p>Issue A :</p> <ol style="list-style-type: none"> 1. Supports the introduction of the HF NAVDAT frequencies, defined in the Rec ITU-R M.2058-0 in RR Appendix 17. 2. Opposes of the introduction of the HF NAVDAT frequencies, defined in the Rec ITU-R M.2058-0 in RR Appendix 15 for this WRC. <p>Issue B :</p> <p>Can support regulatory actions to introduce an additional satellite system into the GMDSS only if</p> <ol style="list-style-type: none"> 1. IMO decides that an additional satellite system is accepted to become part of the GMDSS. 2. the frequency bands used are allocated to the maritime mobile satellite service (for both space to Earth and Earth to space) on a primary basis.

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	3. Regulatory provisions ensure that the protection of services operating in the frequency bands concerned and in adjacent frequency bands are maintained.
CITEL	Canada, United States of America : Administrations support the activities of IMO related to the introduction of additional satellite systems into the GMDSS, as well as activities underway in the ITU-R. Based upon successful conclusion of these activities, these Administrations support appropriate modification of the Radio Regulations such as Appendix 15, to provide for introducing additional satellite systems into the GMDSS.
ICAO	To ensure that any change to the regulatory provisions and spectrum allocations resulting from this agenda item do not adversely impact on the capability of search and rescue aircraft to effectively communicate with vessels during disaster relief operations. To ensure that any regulatory provisions in response to this agenda item do not adversely impact SARPs compliance of aeronautical mobile-satellite (route) service satellite systems.
IMO	IMO invites ITU to : 1. conduct frequency studies, consider revisions to existing instruments and take regulatory actions, as appropriate, to facilitate the implementation of GMDSS modernization; 2. take appropriate regulatory measures to ensure full protection and availability of the frequency bands to be used by new recognized GMDSS satellite service providers for the provision of GMDSS services. 3. resolve any issues under Resolution 359 (Rev.WRC-15), in relation to the future operation of newly recognized GMDSS satellite service providers.
RCC	The RCC Administrations consider that the IMO position should be taken into account in regard to the GMDSS modernization, including the introduction of the IMO-recognized additional satellite systems, when developing relevant regulatory actions to support such modernization considering protection of existing services and systems.

Preliminary view on WRC-19 Agenda item 1.9.1

Agency	Views
APT	<p>Preliminary View</p> <ol style="list-style-type: none"> 1. Support the ITU-R studies. 2. APT Members are also of the view that: <ol style="list-style-type: none"> a) AMRDs which enhance the safety of navigation should be regulated for the use of frequencies and identities of the maritime mobile service; b) AMRDs which do not enhance the safety of navigation, regulation of the use of frequencies, and technical and operational characteristics, should benefit both the user of devices as well as coexistence with maritime safety devices and applications. Identification of additional spectrum within the frequency band 156-162.05 MHz and a new numbering scheme which is different from those in the existing maritime mobile service should be considered; c) Search and rescue aircraft system operating in maritime frequencies must be protected.
ASMG	<p>Support the development of regulatory frameworks of AMRD for the purpose of protecting the GMDSS and the AIS.</p>
ATU	<ol style="list-style-type: none"> 1. Urge administrations to ensure that any change to the regulatory provisions and spectrum allocation resulting from this agenda item do not adversely impact existing services. 2. Support the ongoing studies to protect the GMDSS system and the AIS devices that is crucial for maritime safety from the autonomous maritime devices.
CEPT	<ol style="list-style-type: none"> 1. CEPT is of the view that the operation of autonomous maritime radio devices needs to be harmonized and regulated. 2. CEPT is of the view that the operation of autonomous maritime radio devices shall not reduce the integrity of AIS and of GMDSS. 3. CEPT supports the identification of spectrum for autonomous maritime radio devices within the frequency band 156-162.05MHz.
CITEL	<p>United States of America :</p> <p>The United States supports the ITU-R studies prescribed in Resolution 362 (WRC-15) and these studies should also take into account the protection of the GMDSS and AIS.</p>
ICAO	<p>To ensure that any change to the regulatory provisions and spectrum allocations resulting from this agenda item do not adversely impact aviation systems, including the capability of search and rescue aircraft to effectively communicate with vessels during disaster relief operations.</p>

Agency	Views
IMO	<ol style="list-style-type: none"> 1. the integrity of AIS and the Global Maritime Distress and Safety System (GMDSS) should be protected; 2. autonomous maritime radio devices which enhance the safety of navigation should be regulated for the use of frequencies and identities of the maritime mobile service; and 3. for autonomous maritime radio devices which do not enhance the safety of navigation, regulation of the use of frequencies, and technical and operational characteristics, should benefit both the user of devices as well as maritime safety. An additional spectrum allocation within the frequency band 156-162.05 MHz and a new numbering scheme which is different from those in the existing maritime mobile service should be considered.
RCC	<p>The RCC Administrations consider it reasonable to identify categories (types), technical and operational characteristics of autonomous maritime radio devices in order to develop regulatory actions in the frequency band 156–162.05 MHz for the autonomous maritime radio devices to protect GMDSS and AIS.</p>

Preliminary view on WRC-19 Agenda item 1.9.2

Agency	Views
APT	<p>Preliminary View</p> <ol style="list-style-type: none"> 1. Support the ITU-R studies. 2. APT Members are also of the view that: <ol style="list-style-type: none"> a) Existing allocations and systems in the same and adjacent bands, especially the AIS, must be protected from harmful interference or any constraints, which include but are not limited to, any modification requested to existing AIS equipment. b) Search and rescue aircraft system operating in maritime frequencies must be protected. c) VDES satellite components downlink transmission should not degrade the terrestrial VDES components, ASM and AIS operations. d) VDES satellite components should not claim protection from harmful interference caused by stations of a land mobile service to which frequencies are already assigned. e) If the spectrum needs were appropriately justified, new spectrum allocations could be identified to the maritime mobile-satellite service (MMSS) (Earth-to-space and space-to-Earth) with the provisions ensuring not to cause harmful interference and no claim of protection from incumbent service on a primary basis in the same and adjacent frequency bands.
ASMG	<p>Support the ongoing studies in ITU-R on the development of the necessary protection criteria for the satellite receiving equipment of VDES system while ensuring the protection of services allocated to the candidate frequency bands and adjacent bands.</p>
ATU	<p>Urge administrations to ensure that any change to the regulatory provisions and spectrum allocation resulting from this agenda item do not adversely impact existing services.</p>
CEPT	<ol style="list-style-type: none"> 1. CEPT supports sharing and compatibility studies between the proposed VDES satellite component and the systems in the radiocommunication services allocated in the same and in adjacent frequency bands. 2. CEPT is of the view that implementability of the VDES satellite component and feasibility of its sharing and compability with the systems in the radiocommunication services allocated in the same and adjacent frequency bands without imposing any limitations on those services shall be confirmed by appropriate study results. 3. Subject to the results of relavant studies, CEPT is considering 3 options: <ol style="list-style-type: none"> a) The introduction of a new maritime mobile satellite (space-to-Earth) service allocation within the frequency bands 160-9625-161.4875MHz which is not channelized in RR Appendix 18 and the introduction of a new maritime mobile satellite (Earth-to-

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	<p>space) service allocation for the channels 24,84,25,85,26 and 86 of RR Appendix 18.</p> <p>b) The introduction of a new maritime mobile satellite service for the channels 1024,1084, 1025,1085,1026,1086 (Earth-to-space) of RR Appendix 18 and for channels 2024, 2084,2025,2085,2026 and 2086 (space-to-Earth) of RR Appendix 18.</p> <p>c) Frequency bands out of RR Appendix 18 (such as 162-172 MHz) for introduction of VDES satellite component provided that sharing with the incumbent services is feasible.</p>
CITEL	<p>Canada :</p> <p>Noting that the proposed alternatives are being discussed, Canada believes that other alternative channel plans must be explored. In order to establish a comprehensive VDES channel plan for all VDES components, Autonomous Maritime Radio Devices (AMRDs) operating within the same frequency band must also be taken into account.</p> <p>These devices may use AIS technology; digital selective calling (DSC) technology; or transmit synthetic voice messages. Combinations of these technologies can be found in equipment already available on the market. AMRDs are being addressed under Agenda Item 1.9.1. In view of this, VDES channel plans should take into account frequencies for AMRDs.</p> <p>United States of America :</p> <p>The United States supports the ITU-R studies prescribed in Resolution 360 (Rev. WRC-15) and these studies should also take into account the protection of existing terrestrial services which operate in these and adjacent frequency bands.</p>
ICAO	<p>To ensure that any change to the regulatory provisions and spectrum allocations resulting from this agenda item do not adversely impact aviation systems, including the capability of search and rescue aircraft to effectively communicate with vessels during disaster relief operations.</p>
IMO	<p>1. Recognizing that the VDES satellite component should not bring any harmful interference:</p> <p>a) modifications should not be required to existing AIS equipment on board existing vessels.</p> <p>b) an identification of the frequencies for the VDES satellite component should protect the integrity of the original operational purpose of AIS on the existing AIS frequencies.</p> <p>2. IMO supports the availability of VDES including both terrestrial and satellite components.</p>
RCC	<p>The RCC Administrations consider that introduction of the VDES satellite component shall not result in imposing constraints on existing and planned systems of services which have allocations in the common and adjacent frequency bands.</p>

Preliminary view on WRC-19 Agenda item 1.10

Agency	Views
APT	<p>Preliminary View</p> <ol style="list-style-type: none"> 1. Support the ITU-R studies. 2. APT Members are also 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
ASMG	<p>Support following-up studies and ensuring the protection of existing services in the case of new allocations are made.</p>
ATU	<ol style="list-style-type: none"> 1. Support regulatory provisions that facilitate the implementation of the GADSS in accordance with ICAO's requirements, while protecting incumbent services. 2. Task WG5 to review the provisions contained within Chapter VI,VII and VIII of the Radio Regulations related to aeronautical use of frequencies to determine whether any additional or modifications to existing provisions are required.
CEPT	<p>CEPT recognises:</p> <ol style="list-style-type: none"> 1. 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. 2. that ICAO has stated that the GADSS requirements can be satisfied using systems operating within existing frequency allocations, and also that for WRC-19 no additional spectrum allocations are required and no changes to Article 5 are required <p>CEPT is of the view that:</p> <ol style="list-style-type: none"> 1) that systems contributing to the GADSS have to be identified in accordance with ICAO requirements or recommendations provided in SARP's, manuals or guidance material. 2) that any changes to the RR should be determined on the basis of the GADSS concept developed by ICAO. 3) that systems identified to contribute to the GADSS may not necessarily require any additional frequency allocation nor any new or revised regulatory provisions. 4) that additional regulatory actions for the introduction and use of GADSS, if any, should be identified ensuring sharing and compatibility with systems in incumbent radiocommunication services in the frequency bands proposed for GADSS introduction and in the adjacent frequency bands without imposing any addition constraints on the existing and planned systems. 5) that according to the process to implement the GADSS concept an extension of activities towards WRC-23 may need to be considered.

Agency	Views
CITEL	Brazil, Canada, United States of America : 1. The quantification and characterization of the radiocommunications requirements for both the terrestrial and satellite components of GADSS are the responsibility of ICAO; 2. 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; 3. ITU-R studies should be done in coordination with ICAO.
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.
IMO	The integrity of the GMDSS should be protected. IMO supports the concept of a Chapter separate from Chapter VII of the Radio Regulations to accommodate the regulatory framework for GADSS.
RCC	1. The RCC Administrations support the need in the development of the Global Aeronautical Distress and Safety System (GADSS). 2. 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. 3. The RCC Administrations do not oppose to increasing the period of studies on spectrum requirements and regulation for implementation and use of GADSS and transfer this issue to the WRC-23 agenda.