



## Thailand

### PRELIMINARY VIEW ON WRC-19 AGENDA ITEMS 1.9.1 AND 1.10

#### **Agenda Item 1.9.1:**

*to consider, based on the results of ITU-R studies, regulatory actions within the frequency band 156-162.05 MHz for autonomous maritime radio devices to protect the GMDSS and automatic identifications system (AIS), in accordance with Resolution 362 (WRC-15)*

#### **Background**

Currently, Working Party 5B is undertaking studies in response to Resolution 362 (WRC-15), to consider the regulatory actions within the frequency band 156-162.05 MHz for autonomous maritime radio devices (AMRD) to protect the Global Maritime Distress and Safety System (GMDSS) and automatic identifications system (AIS).

#### **Preliminary View**

Thailand supports studies currently undertaken by ITU-R Working Party 5B. Thailand is of the view that the sharing studies should take into account different applications and technologies in the frequency band 156-162.05 MHz to ensure coexistence between AMRD and incumbent systems including GMDSS and AIS.

#### **Agenda Item 1.10:**

*to consider spectrum needs and regulatory provisions for the introduction and use of the Global Aeronautical Distress and Safety System (GADSS), in accordance with Resolution 426 (WRC-15)*

#### **Background**

According to Resolution 426 (WRC-15), ITU-R study groups are invited to consider spectrum needs and regulatory provisions for the introduction and use of the Global Aeronautical Distress and Safety System (GADSS). The GADSS aims at addressing important issues in aviation safety such as:

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

The Conference Preparatory Meeting for WRC-19 at its first session (CPM19-1) has identified Working Party 5B as the responsible group to carry out the studies.

**Preliminary View**

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.

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