

Document IWG-5/\_\_\_\_  
Author: Kris Hutchison  
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## **WRC-2003 ADVISORY COMMITTEE**

### **DRAFT PRELIMINARY VIEWS ON WRC-03**

**WRC-2003 Agenda Item 1.14:** to consider measures to address harmful interference in the bands allocated to the maritime mobile and aeronautical mobile [R] services, taking into account Resolutions 207 (Rev. WRC-2000) and 350/[COM5/12] (WRC-2000), and to review the frequency, and channel arrangements in the maritime MF and HF bands concerning the use of new digital technology, also taking into account Resolution 347 (WRC-97)

#### **Issue:**

Resolution 207 (Rev. WRC-2000), and Resolution 350/[COM5/12} (WRC-2000) contain provisions and measures to combat the growing concern of aviation and maritime authorities over the increased interference to operational distress and safety communications caused by unauthorized (illegal) transmissions.

#### **Discussion:**

Interference to safety communications with aircraft in these bands in some areas of the world, notably in the South Pacific, is now a matter of very serious concern to civil aviation authorities, and to aircraft operating in those areas.

International civil aviation fully supports the development of measures to strengthen the Radio Regulations, as feasible, and their application by administrations to avoid the occurrence of safety infringing events and to lead to the eventual cessation of these unauthorized transmissions. Increased use of HF data link (HFDL), in particular for ATC communications, as standardized in ICAO Annex 10, would provide technical means to overcome interference caused by these transmissions. HFDL is currently extensively available and mainly used for aeronautical operational control (AOC) communications.

Solutions affecting technical characteristics of currently used equipment and solely aimed at mitigating the effects of interference must however be carefully assessed by civil aviation as to their affect on internationally agreed standards, and to their practical effectiveness in both the short and the long term. The prime focus for action has to remain in the area of the regulatory control exercised by radio administrations. Technical means should primarily promote and make this more effective. In particular in the case of aircraft equipment, careful attention must be given to avoid unnecessary or ineffective changes to equipment, which would place an economic burden on airline operators.

**PRELIMINARY VIEW:** To support enforcement of regulatory provisions, cooperative action by administrations, and the implementation of recommended measures and techniques, aimed at reducing this threat to the safety of air operations.