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| **World Radiocommunication Conference (WRC-19) Sharm el-Sheikh, Egypt, 28 October – 22 November 2019** |  |
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|  | CPG(18)043 ANNEX V-10 |
| PLENARY MEETING | **Addendum 10 to Document XXX-E** |
|  | **Date 2018** |
|  | **Original: English** |
|  | |
| [Draft] European Common Proposals | |
| Proposals for the work of the conference | |
|  | |
| Agenda item 1.10 | |

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)**;

Introduction

The International Civil Aviation Organization (ICAO) has developed a concept of operations (ConOps) to support future development of a GADSS.

The ConOps is the guideline for the development of ICAO performance-based standards, outlining specific technical and operational requirements that an aircraft must meet. Based on these requirements, the aircraft operators will determine which specific system(s) need to be installed on an aircraft.

WRC-15 agreed on Resolution **426 (WRC-15)** for a new agenda item on GADSS.

Version 6.0 of the ConOps describes in particular the following functions:

– Aircraft tracking, under normal conditions

Typically leverages existing technologies to assist in the timely identification and location of aircraft provides an automated reporting function every 15 mins or less. Aircraft tracking may be accomplished by multiple different systems over the duration of a flight.

– Autonomous distress tracking.

An automated method of position reporting at intervals of one minute or less to support search and rescue (SAR), triggered by indications that an aircraft is in distress which may result in an accident. Distress tracking aims to establish the location of a potential accident site within a 6 nautical mile (11.11 km) radius.

– Post flight localization and recovery.

A combination of both the immediate need to locate and rescue possible survivors after an air accident using emergency location beacons and other methods to an accuracy of <1 nautical mile (<1.85 km), and the timely collection of aircraft components and data that will assist in the accident investigation.

– Procedures and information management.

The method of data collection and notification of flight tracking data to the relevant SAR, and rescue coordination centres.

The ConOps is the guidelines for the development of ICAO performance-based standards, outlining specific technical and operational requirements that an aircraft must meet. It The Concept of operations for the GADSS does not identify specific systems proposed to contribute to GADSS. However, ICAO proposes intends to use for the GADSS currently existing systems , including safety of life aeronautical systems, operating under appropriate existing aeronautical allocations or distress spectrum (e.g. 406.1 MHz) in accordance with the provisions of the RR, including the use of emergency position-indicating radio beacons operating in the 406-406.1 MHz frequency band.

Proposal

NOC EUR/XXXA10/1

ARTICLE 5

Frequency allocations

**Reasons:** considering the Conops 6.0 of GADSS, no change of Article **5** is required.

ARTICLE 30

General provisions

Section I − Introduction

MOD EUR/XXXA10/2

30.1 § 1 Nos **30.2 - 30.13**, and Articles **31**, **32**, **33** and **34** of this Chapter contain the provisions for the operational use of the global maritime distress and safety system (GMDSS), whose functional requirements, system elements and equipment carriage requirements are set forth in the International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended. They also contain provisions for initiating distress, urgency and safety communications by means of radiotelephony on the frequency 156.8 MHz (VHF channel 16). (WRC‑19)

**Reasons:** To avoid modification on GMDSS.

ADD EUR/XXXA10/3

30.1A Article **34A** of this Chapter contains the provisions for the global aeronautical distress and safety system (GADSS), whose functional requirements are set forth in the Convention on International Civil Aviation, as amended.     (WRC‑19)

**Reasons:** To indicate where the provisions for GADSS are described in the RR; and to minimize the impact of GADSS on GMDSS.

ADD EUR/XXXA10/4

ARTICLE 34A

Global Aeronautical Distress and Safety System

ADD EUR/XXXA10/5

34A.1 The GADSS concept of operations determines performance requirements for the radiocommunication systems being used for conducting functions such as:

– aircraft tracking;

– autonomous distress tracking;

– post flight localization and recovery.

[Resolution **[EUR-A110-GADSS] (WRC-19)** shall apply].

ADD EUR/XXXA10/6

34A.2 The radiocommunication service(s) to be used by systems contributing to the GADSS depend(s) on the requirements of the specific GADSS function. Systems contributing to the GADSS shall operate under an appropriate [primary] allocation in Article **5** and in accordance with the provisions of the Radio Regulations. (WRC‑19)

**Reasons:** To provide a recognition for GADSS in the RR.

SUP EUR/XXXA10/7

RESOLUTION 426 (WRC-15)

Studies on spectrum needs and regulatory provisions for the introduction and use of the Global Aeronautical Distress and Safety System

**Reasons:** This Resolution is considered no longer necessary after WRC-19.

[ADD EUR/XXXA10/8

Draft New Resolution [EUR-A110-GADSS] (WRC-19)

New Title (text to be developed)

**Reasons:** In the studies performed in the GADSS frequency bands in accordance with the Agenda items of future WRC or future ITU-R Study Questions the information in relation to the technical characteristics of the systems included in GADSS is needed to provide the required protection to them.

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