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| **World Radiocommunication Conference (WRC-19) Sharm el-Sheikh, Egypt, 28 October – 22 November 2019** |  |
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|  | CPG(18)073 ANNEX V-13B |
| PLENARY MEETING | **Addendum 13 to Document XXX-E** |
|  | **Date** |
|  | **Original: English** |
|  | |
| European Common Proposals | |
| Proposals for the work of the conference | |
|  | |
| Agenda item 1.13 | |
| **32 GHz** | |

1.13 to consider identification of frequency bands for the future development of International Mobile Telecommunications (IMT), including possible additional allocations to the mobile service on a primary basis, in accordance with Resolution **238 (WRC-15)**;

**Introduction**

This document presents the European Common Proposal for the band 31.8-33.4 GHz under WRC-19 Agenda Item 1.13.

### 31.8-33.4 GHz

The Radionavigation service is allocated on a worldwide basis and used in a number of countries for ground-based airport surface detection equipment (ASDE) radar, mainly to detect traffic at airports and by aircraft radars for ground mapping, weather avoidance, to calibrate aircraft on-board navigation systems for accurate aerial delivery in adverse weather conditions and for Enhanced Flight Visibility Systems (EFVS).

EFVS system generates navigation information and a synthesis image of the external scene in the cockpit with the main purpose to permit, in poor visibility conditions, landing (and potentially providing assistance for taxiing), where landing would not be safe otherwise (in particular for airport not equipped with ground landing assistance systems such as ILS).

The band offers a good compromise between resolution and atmosphere penetration in bad weather conditions.

All technical studies presented in TG5/1 have shown the incompatibility between IMT and radionavigation service in the 32 GHz band, in particular in the case of aircraft radars for which coordination/exclusion zones approaching 100 km around any small airport cannot be envisaged.

**Proposals**

ARTICLE 5

Frequency allocations

Section IV – Table of Frequency Allocations  
(See No. 2.1)

NOC EUR/XXXA13/1

29.9-34.2 GHz

|  |  |  |
| --- | --- | --- |
| Allocation to services | | |
| Region 1 | Region 2 | Region 3 |
| 31.8-32FIXED 5.547A  RADIONAVIGATION  SPACE RESEARCH (deep space) (space-to-Earth)  5.547 5.547B 5.548 | | |
| 32-32.3FIXED 5.547A  RADIONAVIGATION  SPACE RESEARCH (deep space) (space-to-Earth)  5.547 5.547C 5.548 | | |
| 32.3-33 FIXED 5.547A  INTER-SATELLITE  RADIONAVIGATION  5.547 5.547D 5.548 | | |
| 33-33.4 FIXED 5.547A  RADIONAVIGATION  5.547 5.547E | | |

**Reasons:** CEPT notes that the studies have shown difficulties in achieving co-existence between IMT and other incumbent services, in particular radionavigation systems, showing incompatibility. All ITU-R technical studies have shown the incompatibility between IMT and radionavigation service in the 31.8-33.4 GHz band, in particular in the case of aircraft radars for which coordination/exclusion zones approaching 100 km around any small airport cannot be envisaged. Furthermore, the only option within the Draft CPM text for this band is ‘No Change’.  
Therefore, CEPT supports no change to the RR in this band.

SUP EUR/XXXA13/2

RESOLUTION 238 (WRC‑15)

**Studies on frequency-related matters for International Mobile Telecommunications identification including possible additional allocations to the mobile services on a primary basis in portion(s) of the frequency range between 24.25 and 86 GHz for the future development of International Mobile Telecommunications for 2020 and beyond**

**Reasons:** Since the agenda item has been completed and a new draft WRC-19 Resolution is proposed, there is no need to keep Resolution **238 (WRC-15)**.

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