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| **39 MEETING OF PERMANENT**  **CONSULTATIVE COMMITTEE II:**  **RADIOCOMMUNICATIONS**  **April 25 to 29, 2022**  ***Mexico City/Virtual*** | | **OEA/Ser.L/XVII.4.2.39**  **CCP.II-RADIO /doc. /22**  **28 March 2022**  **Original: English** | |
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|  | **DRAFT PROPOSALS FOR THE WORK OF THE CONFERENCE Agenda Item 1.7** | |  |
|  | **(Item on the Agenda: 3.1)** | |  |
|  | **(Document submitted by the delegation of United States of America)** | |  |

**Impact on the sector:**

WRC-23 agenda item 1.7 ​​will consider a new aeronautical mobile-satellite (R) service (AMS(R)S) allocation in accordance with Resolution **428 (WRC-19)** for both the Earth-to-space and space-to-Earth directions of aeronautical VHF communications in all or part of the frequency band 117.975-137 MHz, while preventing any undue constraints on existing VHF systems operating in the AM(R)S, the ARNS, and in adjacent frequency bands;

**Executive Summary:**

This document contains proposed revisions to the previous Preliminary View from the United States related to WRC-23 Agenda Item 1.7.

**UNITED STATES OF AMERICA**

**DRAFT PRELIMINARY VIEWS FOR WRC-23**

**Agenda Item 1.7**: Studies on a possible new allocation to the aeronautical mobile-satellite (R) service within the frequency band 117.975-137 MHz in order to support

aeronautical VHF communications in the Earth-to-space and space-to-Earth directions

**BACKGROUND**: The frequency band 117.975- 137 MHz is allocated on a primary basis to the AM(R)S service and used for air-ground, ground-air and air-air systems, providing critical voice and data communications for air traffic management and airline operational control on a global basis. Resolution **428 (WRC-19)** invites WRC-23 to consider a new primary allocation to the AMS(R)S based on the results of sharing and compatibility studies. This new AMS(R)S service is intended to support direct pilot-air traffic controller voice as well as data communications in oceanic and remote areas without modifying aircraft equipment.  
  
In the United States, the AM(R)S allocation in 117.975-137 MHz supports the primary Air Traffic Control (ATC) and Aeronautical Operational Control (AOC) systems for all manned aircraft. This includes both standard voice communications but also the recently introduced national ATC datalink system, utilizing data messages for ATC and AOC functions to aircraft in the air and on the ground. Current terrestrial voice and datalink networks in the US provide coverage over the entire United States, including up to 250+ nautical miles from the national coastline as aircraft transition from US oceanic to terrestrial control.

Additionally, there is significant utilization by terrestrial VHF systems within this allocation today, thus severely limiting options for new regional or national satellite frequency assignments that would need to be harmonized with existing terrestrial assignments.

**U.S. VIEW**: The Unites States supports technical and regulatory studies under Resolution **428 (WRC-19)** for a new primary AMS(R)S service in the 117.975 – 137 MHz frequency band provided such an allocation is found to be compatible with existing services. The United States is of the view that this new allocation must protect current systems using existing primary services and should not constrain the planned usage of those systems, for both ground stations and aircraft under their control.