|  |  |
| --- | --- |
| **World Radiocommunication Conference (WRC-19) Sharm el-Sheikh, Egypt, 28 October – 22 November 2019** |  |
|  |  |
|  | CPG(19)101 ANNEX VIII-10 |
| PLENARY MEETING | **Addendum 10 to Document XXXX-E** |
|  | **Date** |
|  | **Original: English** |
|  | |
| 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) defined a concept of operations (ConOps) to support the development of the global aeronautical distress and safety system (GADSS).

The ConOps contains performance-based requirements which can be used for the development of detailed provisions by ICAO implementing the various functions of the GADSS.

The Concept of operations for the GADSS does not identify specific systems proposed to contribute to GADSS.

CEPT proposes no change to Article **5** of the Radio Regulations and to suppress Resolution **426 (WRC-15)**, as no further studies are expected.

Chapter VII of the RR “Distress and safety communication” contains only information on the global maritime safety and distress system (GMDSS). It is proposed to add information about the GADSS into this Chapter.

Proposals

NOC EUR/XXXXA10/1

ARTICLE 5

Frequency allocations

**Reasons:** Considering the ConOps 6.0 of GADSS, no change of Article 5 is required. Spectrum requirements for the implementation of the GADSS system are reflected in Report ITU-R M.2436-0 “Global Alert and Safety System for Aircraft Flight”, which shows that for the implementation of the GADSS there is no need to allocate an additional spectral resource to the aeronautical services.

ARTICLE 30

General provisions

Section I − Introduction

MOD EUR/XXXXA10/2

30.1 § 1 This Chapter contains 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. This Chapter also contains provisions for initiating distress, urgency and safety communications by means of radiotelephony on the frequency 156.8 MHz (VHF channel 16).

In addition to the GMDSS the functional requirements of the global aeronautical distress and safety system (GADSS) are defined in the Annexes to the Convention on International Civil Aviation, as amended.          (WRC‑19)

**Reasons:** To inform about GADSS which was established and described by ICAO.

SUP EUR/XXXXA10/3

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:** No further studies are expected under Resolution **426 (WRC-15)**.

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_