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| **World Radiocommunication Conference (WRC-19)Sharm el-Sheikh, Egypt, 28 October – 22 November 2019** |  |
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|  | CPG(19)101 ANNEX VIII-13B |
| PLENARY MEETING | **Addendum 2 to Addendum 13 toDocument XXXX-E** |
|  | **Date** |
|  | **Original: English** |
|  |
| European Common Proposals |
| Proposals for the work of the conference |
|  |
| Agenda item 1.13 |

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)**;

Part 2 – Frequency band 31.8-33.4 GHz

Introduction

This document presents the European Common Proposal for the band 31.8-33.4 GHz under WRC‑19 agenda item 1.13.

The Radionavigation service is allocated on a worldwide basis in this frequency band 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 frequency band offers a good compromise between resolution and atmosphere penetration in bad weather conditions.

All technical studies presented in ITU-R TG 5/1 have shown the incompatibility between IMT and radionavigation service in the 31.8-33.4 GHz frequency 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/XXXXA13A2/1

29.9-34.2 GHz

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| Allocation to services |
| Region 1 | Region 2 | Region 3 |
| 31.8-32FIXED 5.547ARADIONAVIGATION 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 frequency 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 CPM Report for this frequency band is ‘No Change’ to the Radio Regulations. Therefore, CEPT supports no change to the Radio Regulations in this frequency band.

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