

## Chapter 2: Aeronautical and maritime issues

<b>Agenda Item (AI)</b>	<b>WRC-23 Outcomes</b>	<b>Qualitative assessment of the outcome in respect of the AfCP</b>
<p><b>AI 1.6</b> Possible Regulatory provisions to facilitate radiocommunications for sub-orbital vehicles, in accordance with Resolution 772 (WRC-19)</p>	<p>No changes to the Radio Regulations, the regulatory provisions to support the use of Sub-Orbital vehicles were not amended. Resolution <b>772 (WRC-19)</b> was suppressed.</p>	<p>The AfCP was not fulfilled.</p>
<p><b>AI 1.7</b> Possible new aeronautical mobile-satellite (R) service (AMS(R)S) allocation 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, in accordance with Resolution <b>428 (WRC19)</b></p>	<p>Allocation of new frequencies to the aviation industry for aeronautical mobile satellite services (117.975-137 MHz).</p> <p>The new service will enhance bi-directional communication via non-GSO satellite systems for pilots and air traffic controllers everywhere, especially over oceanic and remote areas.</p>	<p>The AfCP was fulfilled.</p>
<p><b>AI 1.8</b> Possible revising Resolution <b>155 (Rev.WRC19)</b> and No. <b>5.484B</b> to accommodate the use of fixed-satellite service (FSS) networks by control and non-payload communications of unmanned aircraft systems, in accordance with Resolution <b>171 (WRC19)</b></p>	<p>No agreement was reached on this agenda item, instead the Conference agreed to include the following text in the minutes of the Plenary:</p> <p><b>Minutes of the WRC-23 Plenary:</b></p> <p style="padding-left: 40px;">At its 'X' plenary meeting in response to WRC-23 AI 1.8, it was decided to suspend any further action on Resolution 155 (Rev. WRC-19) until</p>	<p>The AfCP was fulfilled.</p>

	<p>decided by a future competent WRC. To this effect, a new item has been agreed by this conference to study, as a matter of urgency, necessary measures to facilitate the operation of earth station onboard unmanned aircraft used for control and non-payload communication operated in non-segregated airspace using satellite link by aeronautical mobile satellite (route) service (AMS(R)S) in suitable frequency bands in order to decide on the appropriate course of action to be taken for WRC-31;</p> <p>WRC-23 instructs ITU-R to take necessary actions to implement this decision. Administrations are invited to contribute on the matter.</p>	
<p><b>AI 1.9</b> Possible review Appendix <b>27</b> in order to accommodate digital technologies for commercial aviation safety-of-life applications in existing HF bands allocated to the aeronautical mobile (route) service and ensure coexistence of current HF systems alongside modernized HF systems, in accordance with Resolution <b>429 (WRC19)</b></p>	<p>Accommodation of digital technologies for commercial aviation Safety-of-Life application in existing HF bands allocated to the aeronautical mobile (R) service.</p>	<p>The AfCP was fulfilled.</p>

<p><b>AI 1.10</b> possible new allocations for the aeronautical mobile service for the use of non-safety aeronautical mobile applications, in accordance with Resolution <b>430 (WRC19)</b></p>	<p>Allocation of the frequency bands 15.41-15.7 GHz and 22-22.2 GHz in Radio Regulations Region 1 and some Region 3 countries to the aeronautical mobile service for non-safety aeronautical applications.</p> <p>This will enable aircraft, helicopters, and drones to carry sophisticated aeronautical digital equipment for purposes such as surveillance, monitoring, mapping, and filming, and have the capacity to transfer large data from these applications using wideband radio links.</p>	<p>The AfCP was <i>partially</i> fulfilled.</p>
<p><b>AI 1.11</b> possible regulatory actions to support the modernization of the Global Maritime Distress and Safety System and the implementation of e-navigation, in accordance with Resolution <b>361 (Rev.WRC19)</b></p>	<p>Regulatory actions were taken to support the modernization of the Global Maritime Distress and Safety System (GMDSS), including the implementation of e-navigation systems to enhance distress and safety communications at sea.</p> <p>The conference provisionally recognized the BeiDou Satellite Messaging Service System for GMDSS use, subject to successful completion of coordination with the existing networks and elimination of interference.</p>	<p>The AfCP was fulfilled.</p>

<p><b>AI 9.1 (Topic B)</b>  Review of the amateur service and the amateur-satellite service allocations in the frequency band 1 240-1 300 MHz to determine if additional measures are required to ensure protection of the radionavigation-satellite (space-to-Earth) service operating in the same band in accordance with Resolution <b>774 (WRC19)</b></p>	<p>The following new footnotes were agreed to be added: -  5.A91B Administrations authorizing operation of the amateur and amateur-satellite services in the frequency band 1 240 MHz to 1 300 MHz, or portions thereof, shall ensure that the amateur and amateur-satellite services do not cause harmful interference to the radionavigation-satellite service (space-to-Earth) receivers in accordance with No. 5.29. See the most recent version of Recommendation ITU-R M.2164. The authorizing administration, upon receipt of a report of harmful interference caused by a station of the amateur or amateur-satellite services, shall take all necessary steps to rapidly eliminate such interference.</p> <p>Proposal to Suppress Resolution 774</p>	<p><b><i>The AFCP has been achieved.</i></b></p>
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