Appendix A: Summary of all outcomes from WRC-2015 which are of interest to the aviation industry

Agenda Item	Topic	Outcome from WRC-2015
1.1	Frequency allocation/identification for International Mobile Telecommunication (IMT)	No identification at 4 400 – 4 500 MHz, which is adjacent to the frequency for radio altimeter. IATA needs to engage with ICAO, airlines and, very importantly, equipment manufacturers in order to develop an ICAO SARP for radio altimeters as this frequency range will likely be revisited by IMT in future WRCs. WRC-2015 identified 1 427-1 452 MHz, 1 452-1 492 MHz and 1 492-1 518 MHz for IMT in some countries**.** IATA needs to monitor potential interference on Aero. Mobile Sat. Comm. System on 1 525 – 1 559 MHz. WRC-2015 identified 3 300 – 3 700 MHz and 4 800 – 4 990 MHz for IMT in some countries. IATA needs to monitor potential interference on FSS on 3 400 – 4 200 MHz and effectiveness of regulatory measures from RESOLUTION 154 (REV.WRC 15). Note: FSS is used as a feeder link for aeronautical and metrological information in Africa.
1.4	Frequency allocation/identification for Amateur Service	WRC-2015 allocated 5 351.5-5 366.5 kHz. This power-limited allocation would give aviation a sufficient guard band of 83.5 kHz.
1.5	Regulatory provisions for the use of FSS for Command and Control Link of UAS	WRC-2015 agreed on a regulatory spectrum provision related to Command and Control Link for Unmanned Aircraft in a form of a resolution. See RESOLUTION COM4/5 (WRC-15). • While this resolution will enable UAS to continue its operation and development, the resolution itself is a political compromise among States, so it is far from being ideal. • While it is acceptable by ICAO, the resolution required ICAO to work diligently in identifying technical/operational requirement and developing SARPs for UAS within the next 4 years and to report the progress made at WRC-2019. IATA needs to be actively involved with this ICAO process as UASs are expected to share the same airspace with commercial airlines. • This resolution will be reviewed at WRC-2023.
1.6	Primary allocation of frequency for FSS	WRC-2015 allocated 14.5-14.8 GHz. No impact to aviation.
1.7	Review the use of frequency for FSS	Date limitations were removed. Resolution 114 is retained and updated. See RESOLUTION 114 ((REV.WRC-15). More flexibility in managing noise temperature based on updated Resolution 748.
1.10	Frequency allocation/identification for mobile satellite service	No allocation agreed. No impact to aviation.

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1.11	Primary allocation of frequency for Earth exploration-satellite service	WRC-2015 allocated 7 190-7 250 MHz. No impact to aviation.
1.12	Extension of frequency range for Earth exploration-satellite service	WRC-15 allocated 9 200 – 9 300 MHz and 9 900-10 400 MHz. No impact to aviation.
1.16	Regulatory provisions and frequency allocations for Automatic Identification System (AIS)	WRC-15 allocated 161.9375-161.9625 MHz and 161.9875-162.0125 MHz to the maritime mobile-satellite (Earth-to-space) service. This does not directly impact airline aircrafts but require some changes on search-and-rescue aircrafts in order to enable new AIS capability.
1.17	Frequency allocation/identification for Wireless avionics intra-communications (WAIC)	WRC-2015 allocated 4 200-4 400 MHz for WAIC. See RESOLUTION COM4/1 (WRC-15)
1.18	Frequency allocation/identification for radiolocation	WRC-2015 allocated 77.5-78 GHz to radiolocation. This allocation does not preclude the use for taxiing aircraft. See RESOLUTION COM4/3 (WRC-15). The technical characteristic, especially antenna height, referred by this resolution is not mandatory.
9.1.1	Protection of COSPAS-SARSAT frequency	WRC-2015 agreed on a better regulatory protection for the frequency range used by COSPAS, a global search and rescue satellite. See RESOLUTION 205 (REV.WRC-15).
9.1.5	Protection of FSS frequency (3 400-4 200 MHz) in Africa	WRC-2015 agreed on a better regulatory protection for the frequency range used by FSS in Africa. FSS is extensively used as a feeder network for aeronautical and metrological information in the African region. See RESOLUTION 154 (REV.WRC 15).
9.1.6	Change in ITU service definitions	WRC-2015 agreed on no change in definitions. No impact to aviation.
GFT	Global Flight Tracking	WRC-2015 allocated 1 087.7-1 092.3 MHz to the aeronautical mobile-satellite (R) service (AMS(R)S) in the Earth-to-space direction, limited to the space station reception of ADS-B emissions from aircraft transmitters that operate in accordance with recognized international aeronautical standards. See RESOLUTION COM4/2 (WRC-15).
GADSS	Global Aero. Distress and Safety System	WRC-2015 agreed to include GADSS an agenda item for WRC-2019. See RESOLUTION COM6/11 (WRC-15). IATA needs to actively participate in relevant ICAO and industry forums during the conceptualization and establishment of technical/operational requirement for GADSS.