

CPG19 PTA-7**Prague, Czech Republic 17-21 June 2019****Date issued: 5 June 2019****Source: FRANCE****Subject: AI 10 – revised proposal for an agenda item for new non-safety aeronautical mobile applications**

Group membership required to read? (Y/N)

 N**Summary:**

France submitted the contribution PTA(19)042 during the PTA-6 and received comments from the meeting. In addition, to meet the various operational requirements for new non-safety aeronautical mobile applications, France has been further considering possible additional frequency bands that may be studied within the scope of the agenda item.

The revised contribution addresses the following points :

- The draft resolution is added.
- The list of bands already allocated to the mobile except aeronautical mobile service above 144 MHz that are foreseen for evaluation of the possible revision or deletion of the “except aeronautical” restriction is proposed : 162,0375-174,000 MHz, 862-874 MHz, 8400-8500 MHz and 22-22.21 GHz.
- The list of bands that are proposed for study of possible new allocations to the aeronautical mobile service on a primary basis is revised by adding the band 144-146 MHz, the bands 5000-5010 MHz and 15.4-15.7 GHz being maintained.
- Some information is provided on the requirements and mainly the broad range of channel bandwidths which require studying frequencies in the VHF range up to 23 GHz.

Proposal:

PTA is invited to consider and adopt the proposed agenda item for new non-safety aeronautical mobile applications, as described in Annex to this contribution.

Background:

The decisions of previous conferences have introduced some restrictions to the use and have imposed constraints on the development of aeronautical mobile applications within some existing mobile allocations traditionally used by the aeronautical mobile applications.

At the same time, the number of manned and unmanned aircraft equipped with sensors has grown significantly in the past 20 years together with the need of bidirectional low to high data rate communications. Aeronautical applications like fire surveillance, border surveillance, air quality and environment monitoring, traffic monitoring, disaster monitoring, terrain modelling, imagery (visible, infrared, radar, meteo), video monitoring require non-safety communications between various types of aeronautical platforms.

Consequently the need of non-safety data communications between various types of aeronautical platforms increases and so the need for new frequency bands.

ANNEX 1 : TEMPLATE AND DRAFT RESOLUTION