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| **World Radiocommunication Conference (WRC-15) Geneva, 2–27 November 2015** |  |
| **INTERNATIONAL TELECOMMUNICATION UNION** |  |
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| PLENARY MEETING | **Addendum 6 to Document 7(Add.1)-E** |
|  | **29 September 2015** |
|  | **Original: English** |
|  | |
| Member States of the Inter-American Telecommunication Commission (CITEL) | |
| Proposals for the work of the conference | |
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| Agenda item 1.1 | |

1.1 to consider additional spectrum allocations to the mobile service on a primary basis and identification of additional frequency bands for International Mobile Telecommunications (IMT) and related regulatory provisions, to facilitate the development of terrestrial mobile broadband applications, in accordance with Resolution **233 (WRC‑12)**;

Background

The 2012 World Radiocommunication Conference (WRC-12) recognized a need for additional radio spectrum to support the increasing mobile data traffic, and placed consideration of additional spectrum allocations for terrestrial mobile broadband applications on the agenda for WRC-15. The ITU established the Joint Task Group (JTG) 4-5-6-7 to consider spectrum requirements for IMT/mobile broadband and conduct compatibility studies taking into account protection requirements of other services from concerned ITU-R Working Parties.

The 2 00‑2 900 MHz frequency band is allocated on a primary basis to the aeronautical radionavigation service in all three Regions. ITU-R conducted compatibility studies between IMT and incumbent radar systems operating in the 2 700-2 900 MHz frequency band. All these studies show co-frequency sharing is not feasible between radars and IMT systems in the same geographical location. Adjacent-frequency sharing could be possible, but only after applying modifications to both the IMT systems and existing radar systems, imposing geographic separations between IMT and radar systems, and instituting a spectrum guardband between the IMT frequencies and radar frequencies. The guardband size is dependent on the assumed IMT/radar modifications and the imposed geographic separations. These studies are contained in the JTG 4‑5 6-7 Chairman’s Report (Annex 30). Based on the JTG 4-5-6-7 compatibility studies, global harmonization of the 2 700-2 900 MHz frequency band for IMT use is not feasible, and any possible IMT use in portions of this frequency band would be only at the national level, after coordination with neighbouring countries, where the coordination distances potentially could be large (i.e. hundreds of kilometres), to ensure protection of their radar use.

In some countries of the Americas region, the frequency band 2 700-2 900 MHz is extensively used for air traffic control (ATC), weather, and defence radar systems. The ATC applications are a safety service, subject to the additional protections offered by Radio Regulation No. 4.10. The radar systems utilize the full 2 700-2 900 MHz frequency band in the United States. The United States cannot accommodate the necessary adjacent-frequency sharing conditions, including the required guardband, to support IMT implementation in this frequency band.

Given the ITU-R sharing study results between incumbent radar systems and IMT, CITEL proposes no change to the ITU Radio Regulations and cannot support mobile service allocations and/or IMT identification for the 2 700-2 900 MHz frequency band.

Proposals

ARTICLE 5

Frequency allocations

Section IV – Table of Frequency Allocations  
(See No. 2.1)

NOC IAP/7A1/12

2 700-4 800 MHz

|  |  |  |
| --- | --- | --- |
| Allocation to services | | |
| Region 1 | Region 2 | Region 3 |
| 2 700-2 900 AERONAUTICAL RADIONAVIGATION 5.337  Radiolocation  5.423 5.424 | | |

**Reasons:** ITU-R studies show that compatibility between IMT and incumbent radar systems is not feasible in the same geographical area. Some Member States of the Americas region fully utilize the frequency band for incumbent radar systems.

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