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| **The 4th Meeting of the APT Conference Preparatory****Group for WRC-23 (APG23-4)** | **APG23-4/OUT-18** |
| 15 – 20 August 2022, Bangkok, Thailand | 20 August 2022 |

Working Party 2

**PRELIMINARY VIEWs on WRC-23 agenda item 1.11**

**Agenda Item 1.11:**

*to consider 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* ***361 (Rev.WRC‑19)***

**1. Background**

**1.1 Introduction**

 Resolution **361 (Rev. WRC-19)** through the section *resolves to invite the 2023 World Radiocommunication Conference* identifies three topics which are studied and solved independently.

 WP 5B is the responsible group, together with contributing groups WP 4C and WP 7D, according to the CPM23-1 results (CA/215), to address the ITU-R preparatory work for
WRC-23. There are three issues assigned for study as follows:

**Issue A (*resolves 1*): GMDSS Modernization**

* This topic is the continuation of the agenda item (AI) 1.8, Issue A of WRC-19. The modernization of GMDSS, for which the work is undertaken by the IMO was not finalized at the time of WRC-19. In 2022, IMO has adopted amendments to the 1974 Safety of Life at Sea (SOLAS) Convention Chapters III and IV, together with related and consequential amendments to existing instruments other than SOLAS. These amendments will enter into force in 2024 and concluded the IMO work on modernization of the GMDSS.
* One of the changes to the SOLAS Convention is the removal of non-406 MHz satellite EPIRBs, leaving only satellite EPIRBs operating on 406 MHz. Consequently, satellite EPIRBs operating on 1.6 GHz (1 645.5-1 646.5 MHz) are no longer form a part of the GMDSS.

**Issue B (*resolves 2*): E-navigation**

* The e-navigation is a concept under study at IMO since 2005. The e-navigation is expected to provide digital communications and digital information for the benefit of maritime safety, security and protection of the marine environment, reducing the administrative burden and increasing the efficiency of maritime trade and transport.

**Issue C (*resolves 3*): Introduction of additional satellite systems into the GMDSS**

* Two satellite systems have been providing safety communication in the GMDSS. IMO is considering introducing an additional GSO MSS system for GMDSS which may require new or modified regulatory provisions, based on the results of the ITU R studies.

**1.2 ITU-R ongoing activities**

**1.2.1 ITU-R WP 5B**

* At the meeting held in July 2022, ITU-R WP 5B has completed its work on developing the draft CPM text for *resolves* *1* and *resolves* *2*.
* For *resolves* *1*, **one method** **(Method A) with some alternatives** proposes the followings:
1. The deletion of the NBDP for distress and safety communications from GMDSS in RR Appendices **15** and **17** for MF and HF in all bands;
2. The implementation of an ACS using DSC technology on the frequencies which had previously been used by NBDP for GMDSS in all MF and HF bands in RR Article **5** and Appendix **17** by a footnote;
3. The introduction of the NAVDAT frequencies in MF and HF in RR Appendix **15** and modification of the relevant provisions in RR Articles **5**, **32**, **33** and **52**;
4. The implementation of the Automatic identification system search and rescue transmitter (AIS SART) as locating equipment for which frequencies are protected by reference in RR Appendix **15**;
5. There are some alternatives proposed regarding the frequency band 1 645.5-1 646.5 MHz which is no longer used by the satellite EPIRBs:
	1. Two alternatives (**Alternatives** **A1 and A2**) propose to modify RR No. **5.375** and Table 15-2 of RR Appendix **15** such that the frequency band 1 645.5-
	1 646.5 MHz is no longer limited to use exclusively by satellite EPIRBs, and would be available for other use; and
	2. Another alternative (**Alternative** **A3**) proposes no change to RR.

Moreover, one alternative (**Alternative B1**) proposes to modify RR No. **19.11**, and one alternative(**Alternative** **B2**)proposes no change to RR No. **19.11**; and

1. The suppression of *resolves 1* to Resolution **361 (Rev.WRC‑19)**
* For *resolves* *2,* **unique method (Method B)** proposes no change to RR Article **5** and suppression of *resolves 2* to Resolution **361 (Rev.WRC-19)**

**1.2.2 ITU-R WP 4C**

* In May 2022, WP 4C has completed developing Section 1, Section 2.3 and Section 4.3 of the draft CPM text for *resolves* *3*, and will continue to discuss on Section 3.3 on the analysis of spectrum requirement and Section 5.3 on the proposed associated new Resolution for Method C2 at the next WP 4C meeting in September 2022.
* The draft CPM text for resolves 3 will be finalized at the next WP 4C meeting and will be sent to WP 5B management team.

**1.3 List of relevant ITU-R Reports/Recommendations**

Issue A and Issue B:

* Recommendations ITU-R [M.476-5](https://www.itu.int/rec/R-REC-M.476), ITU-R [M.492-6](https://www.itu.int/rec/R-REC-M.492), ITU-R [M.493-15](https://www.itu.int/rec/R-REC-M.493), ITU-R [M.541-10](https://www.itu.int/rec/R-REC-M.541), ITU-R [M.625-4](https://www.itu.int/rec/R-REC-M.625), ITU-R [M.1798-2](https://www.itu.int/rec/R-REC-M.1798), ITU-R [M.2010-1](https://www.itu.int/rec/R-REC-M.2010), ITU-R [M.2058-0](https://www.itu.int/rec/R-REC-M.2058)
* Working Document towards a preliminary draft new Report ITU-R M.[ACS]

Issue C:

* Recommendations ITU-R [M.1184-3](https://www.itu.int/rec/R-REC-M.1184), ITU-R [M.1188-1](https://www.itu.int/rec/R-REC-M.1188), ITU-R [RA.769-2](https://www.itu.int/rec/R-REC-RA.769), ITU-R [RA.1513-2](https://www.itu.int/rec/R-REC-RA.1513), ITU-R [RA.1031-3](https://www.itu.int/rec/R-REC-RA.1031)
* Reports ITU-R [M.2369-0](https://www.itu.int/pub/R-REP-M.2369), ITU-R [RA.2131-0](https://www.itu.int/pub/R-REP-RA.2131)
* Working Document towards a preliminary draft new Report ITU-R M.[ADD\_GSO\_GMDSS]

**2. Documents**

* Input Documents: APG23-4/INP-08 (J), APG23-4/INP-15 (AUS), APG23-4/INP-20 (BGD), APG23-4/INP-24(Rev.1) (IRN), APG23-4/INP-35 (KOR), APG23-4/INP-41 (CHN), APG23-4/INP-46 (THA), APG23-4/INP-52 (NZL), APG23-4/INP-60 (SMO), APG23-4/INP-67 (MLA), APG23-4/INP-75 (VTN), APG23-4/INP-81 (INS)
* Information Documents: APG23-4/INF-02 (ATU), APG23-4/INF-14(Rev.1) (DG Chairs), APG23-4/INF-21 (ASMG), APG23-4/INF-28(Rev.1) (CITEL), APG23-4/INF-44 (RCC), APG23-4/INF-48 (CEPT)

**3. Summary of discussions**

**3.1 Summary of APT Members’ views**

**3.1.1 Japan** - **Document APG23-4/INP-08**

* Issue A: GMDSS Modernization
* Japan supports the introduction of automatic connection system (ACS) for MF and HF bands and international NAVDAT system for the modernization of GMDSS.
* Japan is of the view that ITU-R studies take into consideration the activities of IMO for GMDSS modernization, such as introduction of NAVDAT system and revised IMO performance standards of GMDSS equipment.
* Issue B: e-navigation

Japan supports the ITU-R studies taking into consideration the activities of IMO, for implementation of e-navigation.

* Issue C: Introduction of additional satellite systems into the GMDSS

Japan is of the view that the introduction of additional GSO satellite systems into the GMDSS are considered, provided that the results of study on sharing and compatibility with other services in the same and adjacent frequency bands ensure protection of services to which the bands are allocated.

**3.1.**2 **Australia** - **Document APG23-4/INP-15**

* **Issue A/*resolves 1* – GMDSS modernisation**

Australia supports regulatory action to progress the modernisation of the GMDSS, taking into consideration the decisions of International Maritime Organization (IMO).

* **Issue B/*resolves 2* – e-Navigation**

Australia supports, taking into consideration the decisions of International Maritime Organization (IMO), implementation of e-navigation in the Radio Regulations.

* **Issue C/*resolves 3* – new satellite systems**

Australia supports regulatory action to enable the introduction of additional satellite systems into the GMDSS if:

* the results of ITU-R study demonstrate protection of services in the same and adjacent frequency bands;
* coordination and notification in accordance with Article **9** of the Radio Regulations is completed; and
* International Maritime Organization (IMO) recognition is obtained prior to consideration by WRC-23.

**3.1.3 Bangladesh (People’s Republic of)** - **Document APG23-4/INP-20**

* (Issue A) In order to modernization of GMDSS system, Bangladesh supports possible introduction of automatic connection system (ACS) taking into consideration the activities of IMO. Bangladesh is also of the view that introducing such kind of new radiocommunication technologies should not impose undue constraints on the GMDSS functions.
* (Issue B) Bangladesh supports the ITU-R studies and associated regulatory actions, taking into consideration the activities of IMO, for implementation of e-navigation.
* (Issue C) Bangladesh supports introduction of additional GSO satellite systems into the GMDSS taking into consideration the activities of IMO provided that the results of study on sharing and compatibility with other services in the same and adjacent frequency bands ensure protection of services to which the bands are allocated.

**3.1.4 Iran (Islamic Republic of)** - **Document APG23-4/INP-24(Rev.1)**

* Issue C: Introduction of additional satellite systems into the global maritime distress and safety system

This Administration supports to introduction of additional satellite systems into the GMDSS operations provided that every effort to be made to apply relevant provisions of Articles 9 and 11 of the Radio Regulations with the view to protect services to which the bands are currently allocated.

**3.1.5 Korea (Republic of)** - **Document APG23-4/INP-35**

* ***(Issue A)*** The Republic of Korea supports possible introduction of automatic connection system (ACS) and NAVDAT system taking into consideration the activities of IMO for the modernization of GMDSS. The Republic of Korea is of the view that introduction of new radiocommunication system should not adversely affect the incumbent GMDSS system and functions.
* ***(Issue B)*** The Republic of Korea is also of the view that ITU-R studies and associated regulatory actions for supporting implementation of e-navigation should take into consideration the relevant activities of IMO.
* ***(Issue C)*** The Republic of Korea is further of the view that the introduction of additional satellite systems into the GMDSS should not adversely affect the allocated services including other GMDSS system and functions.

**3.1.6 China (People’s Republic of)** - **Document APG23-4/INP-41**

* Regarding *Resolves 3*:

China is of the view that the introduction of additional GSO satellite systems into the GMDSS are considered, provided that the results of study on sharing and compatibility with other services in the same and adjacent frequency bands ensure protection of services to which the bands are allocated.

China supports the addition of the band 1 610.18-[1 618.34/1 621.35] MHz, 2 483.59-
2 499.91 MHz to Table 15-2 of RR Appendix **15**, as well as provisions RR No. **33.50** and RR No. **33.53** of RR Article **33**, and to apply RR **4.10** to the MMSS for GMDSS in the subject frequency, in order to support the requirement of safety of life aspects by the GMDSS and implement applicable provision of RR.

China also supports to develop an associated Resolution to address related issues including the potential interference.

**3.1.7 Thailand (Kingdom of)** - **Document APG23-4/INP-46**

* Issue A: GMDSS Modernization

Thailand supports the followings:

* The deletion of the NBDP for distress and safety communications from GMDSS in RR Appendices **15** and **17** for MF and HF in all bands;
* The implementation of an ACS using DSC technology on the frequencies which had previously been used by NBDP for GMDSS in MF and all HF bands in RR Article **5** and Appendix **17**;
* The introduction of the NAVDAT frequencies in MF and HF in RR Appendix **15** and modification of the relevant provisions;
* To implement Automatic identification system search and rescue transmitter (AIS SART) as locating equipment for which frequencies are protected by reference in RR Appendix **15**; and
* To modify RR Article **5** and Appendix **15** such that the frequency band 1 645.5-
1 646.5 MHz is no longer limited to use exclusively by satellite EPIRBs. The band would be available for use for the GMDSS and for general maritime radiocommunications.
* Issue B: E-navigation

Thailand supports no change to RR Article **5**.

**3.1.8 New Zealand** - **Document APG23-4/INP-52**

* New Zealand supports modernisation of the Global Maritime Distress and Safety System (GMDSS) and appropriate regulatory actions. New Zealand supports the following positions:
* For *Resolves 1*, there are unique options for narrow band direct printing for GMDSS, ACS for MF & HF operation, and the implementation of NAVDAT.
* For 1.6 GHz Satellite EPIRBs, New Zealand is of the view that while recognizing that EPIRBs no longer operate in this band, any modifications to the Radio Regulations at this stage are premature and therefore No Change (NOC) should take place.
* For *Resolves 2*, No Change (NOC) – being the single method for this Resolves.
* For *Resolves 3*, New Zealand has no view, pending the IMO review of an additional proposed satellite network.

**3.1.9 Samoa (Independent State of)** - **Document APG23-4/INP-60**

* **Issue A (*resolves 1*)*:* GMDSS Modernization**
* Samoa supports ITU-R studies to progress the modernization of GMDSS, taking into consideration the activities of IMO, for GMDSS modernization, including the introduction of the NAVDAT system and revised IMO performance standards of GMDSS equipment and discontinuation of satellite EPIRBs as per IMO recommendation.
* Samoa also supports the introduction of the automatic connection system (ACS) for MF and selected HF bands and international NAVDAT service for the modernization of GMDSS while ensuring no adverse effect on the allocation of the existing services and their future development in the same and adjacent frequency bands. The introduction of the ACS should be affordable and simple to operate so that non-SOLAS/non-Convention vessels could also benefit from it.
* Furthermore, Samoa supports IMO’s decision to discontinue Satellite EPIRBs as per RR No. 5.375 and Table 15-2 of RR Appendix **15** such that the frequency band 1 645.5-1 646.5 MHz can now be no longer limited to use exclusively by satellite EPIRBs.  The band should be available for the GMDSS and, on a non-priority basis, for general maritime radiocommunications.
* **Issue B (resolves *2*)*:* E-navigation**
* Samoa supports ITU-R studies, taking into consideration the activities of IMO for the implementation of e-navigation while ensuring no adverse effect on the operation of the existing services and their future development in the same and adjacent frequency bands.
* The implementation of e-navigation should be affordable and simple to operate so that non-SOLAS/non-Convention vessels could also benefit from it.
* **Issue C (resolves *3*)*:* Introduction of additional satellite systems into the GMDSS**
* Samoa supports the introduction of proposed GMDSS operations provided that it demonstrates compatibility with other radiocommunication services to which the band 1610-1626.5 MHz is currently allocated.

**3.1.10 Malaysia** - **Document APG23-4/INP-67**

* **Issue A: GMDSS Modernization**

Malaysia supports the regulatory actions needed to implement the GMDSS modernization in the Radio Regulations in particular:

* the removal of narrow-band direct printing (NBDP) from the GMDSS and introduction of an Automatic Connection System (ACS) for MF and selected HF bands with a view that the system is affordable and easy to operate;
* the introduction of a navigational data system (NAVDAT) as a component of the GMDSS with IMO approved performance standards for the reception of maritime safety information and search and rescue related information by MF and HF NAVDAT;
* to accommodate Automatic Identification System search and rescue transmitters (AIS-SARTs) as locating equipment for survival craft stations, as an alternative to Radar-SARTs; and
* the removal of non-406 MHz EPIRBs from the GMDSS.
* **Issue B: E-Navigation**

Malaysia supports no change to the Radio Regulations regarding spectrum requirements to implement e-navigation based on the decision to be taken by IMO.

* **Issue C: Introduction of additional satellite systems into the GMDSS by IMO**

Malaysia supports the regulatory actions to introduce an additional satellite system into the GMDSS, based on decisions to be taken in IMO. However, the introduction and recognition of the additional satellite systems shall not change the existing frequency assignments of existing satellite systems within GMDSS.

**3.1.11 Viet Nam (Socialist Republic of)** - **Document APG23-4/INP-75**

* ***Resolves 1*: GMDSS Modernization**

Viet Nam supports the ITU-R studies and associated possible regulatory actions to facilitate the modernisation of GMDSS, including the introduction of automatic connection system (ACS) and international NAVDAT applications in the Radio Regulation, take into consideration the relevant activities of IMO, while ensuring no adverse effect on the allocation of the existing services and their future development in the same and adjacent frequency bands.

* ***Resolves 2*: E-navigation**

Viet Nam supports the ITU-R studies and associated possible regulatory actions, taking into consideration the activities of IMO, as appropriate to introduce the e-navigation application, while ensuring no adverse effect on the allocation of the existing services and their future development in the same and adjacent frequency bands.

* ***Resolves 3*: Introduction of additional satellite systems into the GMDSS**

Viet Nam supports the ITU-R studies and associated possible regulatory actions, taking into consideration the activities of IMO, as appropriate to introduce additional GSO satellite systems into the GMDSS, while ensuring no adverse effect on the allocation of the existing services and their future development in the same and adjacent frequency bands.

**3.1.12 Indonesia (Republic of)** - **Document APG23-4/INP-81**

* Indonesia supports ITU-R studies under WRC-23 Agenda item 1.11 with a view to develop appropriate regulatory actions, to support GMDSS modernization and
e-navigation, and to develop possible regulatory provisions to support the introduction of additional satellite systems into the GMDSS in accordance with Resolution 361 (Rev.WRC-19), taking into account that,
* the modernization of GMDSS including the introduction of the automatic connection system (ACS) should be affordable and simple to operate, so that non-SOLAS/non-Convention vessels could also benefit from it.
* the implementation of e-navigation should be affordable and simple to operate, so that non-SOLAS/non-Convention vessels could also benefit from it.
* the introduction of additional GSO satellite systems into the GMDSS, provided that the results of studies on sharing and compatibility with other radiocommunication services in the same and adjacent frequency bands ensure the protection of the services in the frequency bands under consideration by this agenda item.
	1. **Summary of issues raised during the meeting**

**Issue A (*resolves 1*)*:* GMDSS Modernization**

* There is an issue raised during the discussion that there should be some transitional periods for introduction of new technologies and removal of incumbent technologies.

**4. APT Preliminary Views**

**Issue A (*resolves 1*)*:* GMDSS Modernization**

* APT Members support modernization of GMDSS, taking into consideration the activities of IMO, as follows:
* the deletion of the NBDP for distress and safety communications from GMDSS;
* the implementation of an ACS for MF and HF;
* the introduction of MF and HF NAVDAT frequencies into Appendix **15** of the Radio Regulations; and
* the implementation of the AIS-SART as locating equipment as alternative to Radar SART.
* APT Members are of the view that introduction of new radiocommunication technologies should not adversely affect the operation of the GMDSS and ensure no adverse effect on the allocation of the existing services and their future development in the same and adjacent frequency bands.
* APT Members are also of the view that the modernization of GMDSS including the introduction of the automatic connection system (ACS) should be affordable and simple to operate, so that non-SOLAS/non-Convention vessels could also benefit from it.
* APT Members support the removal of the use of satellite EPIRBs from the frequency band 1645.5-1646.5 MHz.

**Issue B (*resolves 2*)*:* E-navigation**

* APT Members are of the view that it is not necessary to modify the Radio Regulations in support of e-navigation.

**Issue C (*resolves 3*)*:* Introduction of additional satellite systems into the GMDSS**

* APT Members support the introduction of additional GSO satellite systems into the GMDSS, under the conditions that:
* IMO’s action to introduce a new GMDSS satellite system is completed;
* Coordination and notification in accordance with the relevant and applicable provisions of Articles **9** and **11** of the Radio Regulations and associated Rules of Procedure are applied in order to protect services to which the bands are currently allocated; and
* Existing services in the same and adjacent bands are not adversely affected.

**5. Other View(s) from APT Members**

**Issue A (*resolves 1*)*:* GMDSS Modernization**

* Regarding the frequency band 1645.5-1646.5 MHz,
* some APT Members support modification of RR Article **5** and Appendix **15** for the frequency band to be available for the GMDSS and, on non-priority basis, for general maritime radiocommunications;
* some other APT Members support No change to RR; and
* some APT Members support the regulatory actions needed to implement the GMDSS modernization in the RR for removal of 1.6 GHz satellite EPIRBs from the GMDSS.

**Issue B** **(*resolves 2*)*:* E-navigation**

* Some APT Members are of the view that the implementation of e-navigation should be affordable and simple to operate, so that non-SOLAS/non-Convention vessels could also benefit from it.

**6. Issues for Consideration at Next APG Meeting**

APT Members are encouraged to contribute their views, taking into account ITU-R studies and the APT preliminary views, and submit contributions to the next APG meeting (APG23-5).

**7. Views from Other Organisations** (as provided in the information documents to APG23-4)

**7.1 Regional Groups**

**7.1.1 ASMG** - **Document APG23-4/INF-21**

* Issue A: Support regulatory measures for GMDSS modernization with a sufficient time limit for administrations to start implementation and operation.
* Issue B: Electronic Navigation: No change.
* Issue C: Follow studies on the introduction of a new GMDSS satellite system while ensuring the protection of other existing services and systems operating in GMDSS.

**7.1.2 ATU** - **Document APG23-4/INF-02**

* Support the development of possible regulatory procedures for GMDSS modernization, E-navigation implementation and introducing a new GMDSS satellite system while ensuring the protection of radio astronomy and other incumbent services as well as current GMDSS systems.

**7.1.3 CEPT** - **Document APG23-4/INF-48**

* **Issue A: Modernisation of GMDSS**

CEPT supports regulatory actions needed to implement the GMDSS modernisation in the Radio Regulations based on decisions taken in IMO.

CEPT supports in particular:

* The removal of narrow band direct printing from the GMDSS and introduction of an automatic connection system for MF and selected HF bands;
* The introduction of NAVDAT as a component of the GMDSS;
* To accommodate Automatic Identification System search and rescue transmitters (AIS-SARTs) as homing equipment for survival craft stations, as an alternative to Radar-SARTs;
* The removal of 1.6 GHz satellite EPIRBs from the GMDSS and the reuse of the frequency band 1645.5-1646.5 MHz from EPIRBs to the GMDSS and for general maritime satellite communications from earth stations within the GMDSS.
* **Issue B: e-navigation**

CEPT is of the view that no change to the Radio Regulations is required as a consequence of no decision taken by IMO regarding spectrum requirements to implement
e-navigation.

* **Issue C: Regulatory actions due to the introduction of additional satellite systems into the GMDSS by IMO**

CEPT supports regulatory actions to introduce an additional satellite system into the GMDSS, based on decisions to be taken in IMO. However, approval by IMO of any existing satellite system/network as complying with the requirements for GMDSS shall not lead to a change in the status of frequency assignments of this system/network and/or the allocation status of the corresponding service within which this system/network is notified.

**7.1.4 CITEL** - **Document APG23-4/INF-28(Rev.1)**

* *Resolves 3:*

Some administrations support GMDSS modernization and could support additional satellite providers of GMDSS contingent upon demonstrating compatibility of proposed GMDSS operations with other satellite systems operating within the band 1610-1626.5 MHz, and with the radio astronomy service operating in the band 1610-1613.8 MHz. Furthermore, the proposed system should complete ITU-R coordination and notification with other MSS systems operating within the band 1610-1626.5 MHz and also obtain IMO approval prior to its consideration by WRC-23.

**7.1.5 RCC** - **Document APG23-4/INF-44**

* **Issue A (Modernization of GMDSS)**

The RCC Administrations support a single Method A for Issue A.

* **Issue B (implementation of e-navigation)**

The RCC Administrations support the only Method B which provides no change to RR Article 5.

* **Issue C (Introduction of additional satellite systems into the GMDSS by IMO)**

The RCC Administrations are of the view that, Issue C may be solved by implementing Option 2 to Method 2, according to which the IMO spectrum requirement in the frequency band 1610-1621.35 MHz (Earth-to-space) can be used by GSO MSS satellite systems within the GMDSS, provided that No. 4.10 RR is not applied within such use.

**7.2 International Organisations**

**7.2.1 IARU** - **Document APG23-4/INF-27**

* No position for this Agenda Item.

**7.2.2 ICAO** - **Document APG23-3/INF-15**

* To ensure that any change to the regulatory provisions and spectrum allocations resulting from this agenda item do not adversely impact on the capability of search and rescue aircraft, including helicopters, to effectively communicate with vessels during disaster relief operations.
* To ensure that any regulatory provisions in response to this agenda item do not adversely affect compliance of aeronautical mobile-satellite (route) service systems with international standards and recommended practices and procedures established in accordance with the Convention on International Civil Aviation.

**7.2.3 WMO** - **Document APG23-4/INF-03**

* No position for this Agenda Item.

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