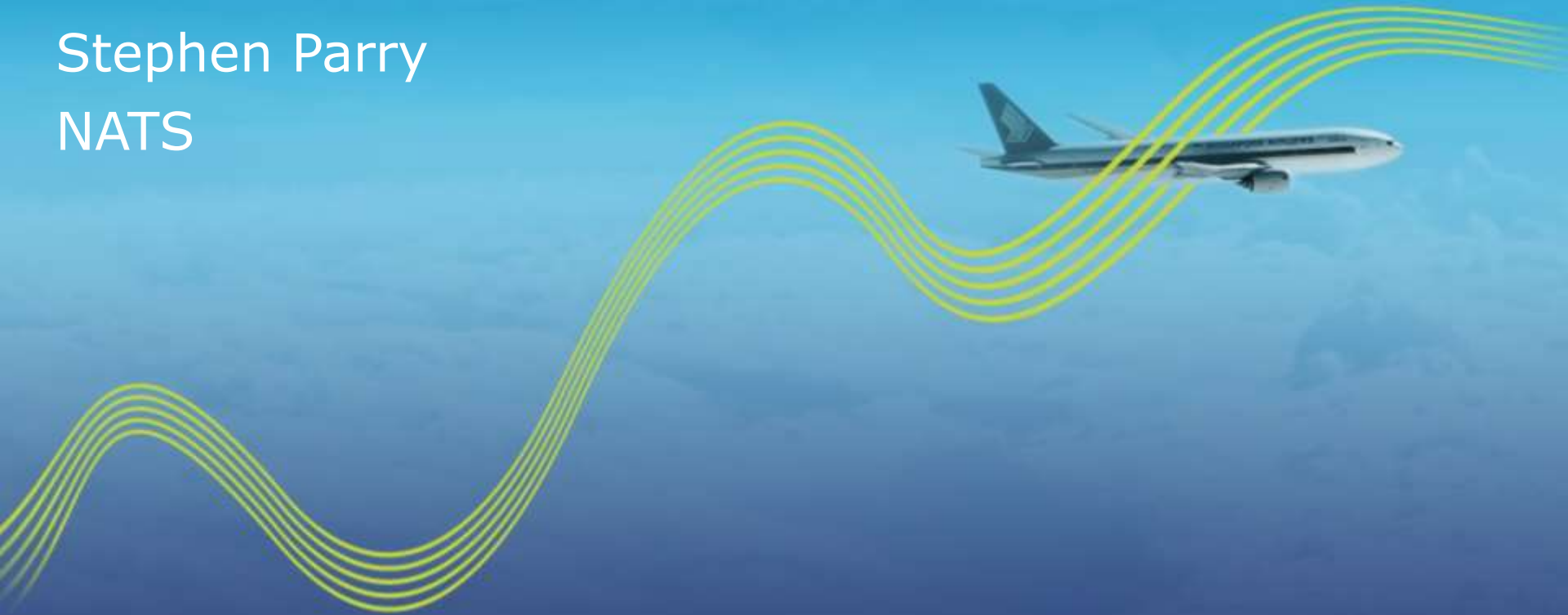


# Audio PMSE at 960-1164 MHz; an ANSP perspective

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# Actors in and uses of this key band for aviation

## Air Navigation Service Providers

- NATS
  - UK's civil enroute & London Approach ANSP
  - One of UK's aerodrome ANSPs
- Other companies / aerodrome operators

## Aircraft operators

- Commercial, GA, UAV/drones

CAA - civil aviation regulator; not a system operator

## Civil systems

- DME, SSR, (wide area) multilateration, ADS-B, ACAS

## Aviation use is not static

- New DME, WAM/MLAT, ground ADS-B; more 1090 MHz use for UAV
- LDACS, UAV command and control, GADSS
- Could not accept aviation access being restricted

## Military systems

- TACAN
  - Air to Air use
- IFF
- JTIDS

## Where are we now; where next?

Separation criteria

- JCSys work sufficient and comprehensive?
- Effects of analogue PMSE only tested; where is proof that digital will be no different; impact if otherwise?

Spectrum availability modelling; open questions

- e.g. Implicit margins? Sensitivity analysis?

Spectrum management rules agreed

- 300m exclusion zone around ground SSR / WAM - implications

So, we “can” share (apparently?), but *should* we share?

- Requirements on ANSPs to operate systems

Can PMSE access to this band be safely managed?

Where are the risk assessments?

What controls on PMSE systems or operations are needed?

- Design though to operation, maintenance and secondary market?

How will these controls be implemented and enforced?

## Way forwards.

We disagree with Ofcom's decision to go ahead with sharing in this band but, given it's been taken, how can we seek to move this forwards?

Need for open discussions between all parties;

- "technical" not "political"
- where there are issues, let's consider them
- should not preclude a review of Ofcom's decision, if evidence supports that.

If this is implemented badly, or this really is the wrong band, both PMSE and aviation lose.