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| U.S. Radiocommunications Sector  Fact Sheet | |
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| **Document Title:** Preliminary Draft Revision of Recommendation ITU-R M.2116-0, **“Technical characteristics and protection criteria for the aeronautical mobile service systems operating within the 4 400-4 990 MHz frequency range”** | |
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| **Purpose/Objective:** The purpose of this document is to continue the revision to Recommendation ITU-R M.2116-0. | |
| **Abstract:** Recommendation ITU-R M.2116-0 contains characteristics for the aeronautical mobile service systems operating within the 4400-4990 MHz frequency range. This contribution seeks to address comments and editor’s notes provided at the previous meeting. | |

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| Preliminary DRAFT REVISION TO RECOMMENDATION ITU-R M.2116-0 | |
| **Technical characteristics and protection criteria for the aeronautical mobile service systems operating within the 4 400-4 990 MHz frequency range** | |

The United States proposes that ITU-R Working Party (WP) 5B consider the following edits to the preliminary draft revision to Recommendation ITU-R M.2116-0 which are contained in Attachment 1. The proposed edits are highlighted in yellow.

Additionally, the U.S. has identified that Annex 2 for technical and operational characteristics and protection criteria for systems operating in the maritime mobile service was not retained in Annex 3 to the WP 5B Chairman’s Report (5B/819). The US proposes to retain the most recent version discussed at the previous WP 5B meeting in order to not lose the progress made during the previous study cycle.

It should be noted that in certain instances the United States has provided USA notes for clarification. These notes are not intended to be retained for the final output of this document.

**Attachment:** 1

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| **Annex 3 to the Working Party 5B Chairman’s Report** |
| PRELIMINARY DRAFT REVISION OF RECOMMENDATION ITU-R M.2116-0 |
| **Technical characteristics and protection criteria for the aeronautical mobile service systems operating within the 4 400-4 990 MHz frequency range** |

**Summary of revision**

The revision provides some updates of characteristics of systems contained in the previous version as well as characteristics of new systems operated in the aeronautical mobile service and adds an annex for the characteristics of systems operated in the maritime mobile service. It also refines the operational description of the systems.

**Attachment:** 1

Attachment

PRELIMINARY DRAFT REVISION OF RECOMMENDATION ITU-R M.2116-1

**Technical and operational characteristics and protection criteria for systems operating in the aeronautical and maritime mobile services within the 4 400-4 990 MHz frequency range**

(2018-202X)

**Scope**

This Recommendation provides information on the technical and operational characteristics and protection criteria for systems operating in the aeronautical mobile and maritime services planned to or currently operating within the frequency range 4 400-4 990 MHz for use in sharing and compatibility studies as needed and does address aeronautical mobile telemetry systems.

**Keywords**

Aeronautical mobile service, maritime mobile service, technical characteristics, protection criteria

**Abbreviations/Glossary**

AMDL: Aeronautical mobile data link

AMS Aeronautical mobile service

AMT: Aeronautical mobile telemetry

MDL: Maritime mobile service data link

MMS: Maritime mobile service

RR: Radio Regulations

UAV: Unmanned aerial vehicle

**Related ITU-R Recommendations and Reports**

*Recommendations*

ITU-R [SM.329](https://www.itu.int/rec/R-REC-SM.329/en): *Unwanted emissions in the spurious domain*

ITU-R [SM.1541](https://www.itu.int/rec/R-REC-SM.1541/en): *Unwanted emissions in the out-of-band domain*

ITU-R [M.1851](https://www.itu.int/rec/R-REC-M.1851/en): *Mathematical models for radiodetermination radar systems antenna patterns for use in interference analyses*

*Report*

ITU-R [M.2119](https://www.itu.int/rec/R-REC-SM.329/en): *Sharing between aeronautical mobile telemetry systems for flight testing and other systems operating in the 4 400-4 940 and 5 925-6 700 MHz bands and 5 925-6 700 MHz bands*

The ITU Radiocommunication Assembly,

*considering*

*a)* that systems and networks operating in the aeronautical mobile service (AMS) use broadband data-links including aircraft links to/from ground, to other aircraft, or, in certain instances to/from ships to support various applications such as remote sensing, for earth sciences, energy distribution system monitoring and support security, law enforcement and humanitarian assistance efforts;

*b)* that systems and networks operating in the maritime mobile service (MMS) use broadband maritime data-links to support various applications, such as remote sensing for earth sciences, energy distribution systems monitoring security, law enforcement and humanitarian assistance efforts;

*c)* that systems and networks operating in the AMS and MMS also use narrow-band data-links,

recognizing

*a)* that the frequency range 4 400-4 990 MHz is allocated on a primary basis in all three ITU regions to the mobile service;

*b)* that other radio services are allocated on either a primary or secondary basis in all or parts of the frequency range 4 400-4 990 MHz all three ITU regions;

*c)* that the Radio Regulations (RR) No. **5.442** provides restrictions for the use of AMS in the frequency bands 4 825-4 835 MHz and 4 950-4 990 MHz;

d) *that AMS systems in the 4 400-4 990 MHz band are not standardised by ICAO;*

*e)* that the frequency band 4 400-4 990 MHz is not considered for distress and safety communications for the global maritime distress and safety system in accordance with the RR;

**[***Option 1*

*f)* that the use of the AMS and MMS in the frequency range 4 400-4 990 MHzdoes not preclude the use of this frequency band by any current and planned application of the services to which it is allocated and does not establish any priority in the RR;

[OR]

*Option 2*

*f)* that the use of the AMS and MMS in the frequency range 4 400-4 990 MHz does not preclude the use of this frequency band by any current and planned application of the services (to which it is allocated) if it complies with the relevant RR provisions, if any. Furthermore, it does not establish any priority in the RR;

*[Editor’s note: pink highlighted text reflects difference between option 1 and option 2]*

[USA note: The U.S. supports option 1 as it is more concise than option 2. The additional text in option 2 is not necessary.]

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*g)* that regulatory provisions relevant for AMS and MMS are contained in Chapter **VIII** and Chapter **IX** (e.g. Articles **43** and **51**) of the RR respectively;

*h)* that the AMS, MMS systems contained in the present Recommendation are not considered as safety-of-life systems,

*recommends*

1 that the technical and operational characteristics and protection criteria for systems operating in the AMS given in the Annex 1 should be considered when performing sharing and compatibility analyses;

2 that the technical and operational characteristics and protection criteria for systems operating in the MMS given in the Annex 2 should be considered when performing sharing and compatibility analyses;

3 that the following Notes are considered as part of this Recommendation.

NOTE 1 – The characteristics and protection criteria should not have any adverse effect to Appendix **30B** of the RR.

NOTE 2 – While this Recommendation addresses AMS generally, characteristics for Systems 2 and 5 (in Annex 1) may be considered representative of AMT systems in the band 4 400-4 990 MHz. AMT transmissions are limited to aircraft stations, therefore only aircraft transmitter characteristics of Systems 2 and 5 are representative for AMT systems. Receiver characteristics of System 2 from Table 1 (in Annex 1) are representative of characteristics for AMT airborne relay and ground receivers, and the receiver characteristics of System 5 from Table 1 (in Annex 1) are representative of characteristics for AMT shipborne receivers. Resolution **416 (Rev.WRC-07)** addresses operational requirements for AMT systems only (not AMS in general) in the frequency band 4 400-4 990 MHz.

**Annex 1  
  
Technical and operational characteristics and protection criteria for systems operating in the aeronautical mobile service**

**1 Introduction**

Systems and networks operating in the AMS use broadband data-links including aircraft to aircraft to support various applications, such as remote sensing for earth sciences, and energy distribution system monitoring.

These aeronautical mobile systems operating throughout the 4 400‑4 990 MHz frequency range or portions thereof may also be used to support security, law enforcement, and humanitarian assistance efforts. Sometimes these tasks are of unpredictable nature and immediate operations can be required at any time. However, some operations can be planned in advance, for which any coordinated use with relevant national authorities is possible.

Additionally, some operations (e.g. to fight against piracy, to escort ships, for deep sea rescue, for search and rescue/emergency operations at sea, etc) can also take place in areas that are outside the territory under the jurisdiction of any ITU Member State.

**2 Operational deployment**

Aeronautical mobile data links (AMDL) are operated between aeronautical stations and aircraft stations, aircraft stations or aircraft stations and ship stations equipped with AMDL and can be deployed within the national territory of a country whose administration has authorized their use. These aeronautical mobile systems operating throughout the 4 400‑4 990 MHz frequency range or portions thereof may also be used to support security, law enforcement, and humanitarian assistance efforts. Sometimes these tasks are of unpredictable nature and immediate operations can be required at any time. However, some operations can be planned in advance, for which any coordinated use with relevant national authorities is possible.

Additionally, some operations (e.g., to fight against piracy, to escort ships, for deep sea rescue, for search and rescue/emergency operations at sea, etc) can also take place in areas that are outside the territory under the jurisdiction of any ITU Member State.

Depending on the area outside the territory under the jurisdiction of any ITU Member State some of these operations can be planned in advance. Coordinated use with the relevant national authorities is a typical practice for planned operations, where appropriate. Whereas some other operations (e.g. emergency cases) may take place at an unpredictable time and location.

**[-----------------------------------------------------------------------------------------**

AMS stations authorised by a costal state can freely operate within as well as beyond the territorial sea of this state, if such an operation does not contradict/breach international law.

*[Editor’s note from Russia: It is a basic principle. It is useful for understanding the operation of such stations.]*

It should be noted that AMS stations of foreign states can be operated in the areas immediately adjacent to the territorial sea of these coastal states. However, in practice the operation of AMS stations in the areas close to the territorial sea of other coastal states is typically conducted well beyond 12 nautical miles from the low-water mark of any state (typically not closer than 150 km to the coast), unless such a use is coordinated with the concerned coastal state.

*[Editor’s note from Russia: Russia considers it as important element for understanding of coexistence scenarios when conducting the studies and for making conclusions from these studies. The distance 150 km is the minimum distance in the vast majority of documented cases of foreign aircraft showing up in the near-coastal zones of costal states analysed by our Administration.]*

*[OR]*

*[Editor’s note: It was proposed to consider this text as description of the characteristics for AMS operation without prejudice to the potential rights for protection of AMS/MMS stations in these areas. There is no agreement on the above two paragraphs because questions have been raised regarding which international law is being referred to and the typical use of AMS]*

*[Editor’s note: Concerns were expressed that the term territorial sea is not needed]*

*[Editor’s note: During discussion at July 2023 WP 5B meeting, the following options were proposed (see box)]*

|  |
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| Option 1: to delete two paragraphs or to keep first paragraph only:  “AMS stations authorised by a coastal state can freely operate within as well as beyond the territorial waters of this state.”  Option 2: To modify and simplify two paragraphs in the following way:  “AMS stations authorised by a coastal state can freely operate within as well as beyond the territorial waters of this state.  However, the operation of AMS stations in the areas close to the territorial waters of other coastal states is typically conducted well beyond 12 nautical miles from the low-water mark of other state (typically not closer than 150 km to the coast in case of a sufficient distance to another coastal state), unless such a use is coordinated with the concerned coastal state.”  Option 3: Modified Option 2:  “AMS stations authorised by a coastal state can freely operate within as well as beyond the territorial waters of this state.  However, the operation of AMS stations in the areas close to the territorial waters of other coastal states is typically conducted well beyond 12 nautical miles from the low-water mark of other state, unless such a use is coordinated with the concerned coastal state.” |

[USA note: The U.S. supports option 1.]

AMDL includes transmission from and to, either aircraft stations or an aeronautical station. These transmissions could use bidirectional air‑to‑ground links, or relay through another airborne platform using an air‑to‑air data link. Links can be either simplex or duplex. The link lengths may vary. The operational altitude of aircraft equipped with these AMDLs can vary from ground/sea level to 20 000 m. In case of using directional antennas, the direction of the airborne antenna’s main lobe when communicating with its aeronautical station normally points away from the territory if the aeronautical station is located away from the territory of another coastal state. In certain instances the direction of the airborne antenna’s main lobe can point in the direction of the territory of another coastal state if the aeronautical station is between the aircraft and this territory (e.g., when aeronautical station is located on board ship).

The ground terminals (aeronautical stations) may be either at a permanent location or transportable. Transportable ground terminals can be moved to meet operational needs and the duration of use while the length of time they remain at a particular location is dependent upon operational requirements. In certain instances, an aeronautical station may be located, for example, on board ship or on a platform at sea.

A single ground terminal may simultaneously support several aircraft stations at the same time via different links.

The application of system 6 is on-board aircraft for wide area ocean surface exploration system used to conduct multiple activities including maritime search and rescue, disaster relief support activities and support to air crash investigations conducted in national territories and areas that are outside the territory under the jurisdiction of any ITU Member State The system consists of multiple aircraft conducting video surveillance of a wide ocean surface area. In order to achieve the required coverage that satisfies large video surveillance footprints, the aircraft are part of a mesh network to deliver high resolution video to either a ship or land-based command and monitoring centres. The received video data are used to identify objects of interest, such as, aircraft debris and distressed personnel. Between 10 and 20 aircraft (e.g. Systems 1 and 2 in Table 1) could be expected to participate in a task.

The mesh network can be configured in multiple ways depending on the task requirements, either as a single network or multiple sub-networks assigned with dedicated frequency channels and bandwidths. Figure 1 depicts the above-mentioned system and its application. Table 1 contains the characteristics of this radio systems used for payload communications. In Table 1 for System 6, Airborne 1 and Airborne 2 represent two aircraft with similar radio system characteristics and are used to identify two ends of a single hop communication link within the mesh network.

Figure 1

**Operation of airborne for wide area ocean surface exploration system**



The application of System 7 in Table 1 is earth surface exploration operating on national territories and areas that are outside the territory under the jurisdiction of any ITU Member State to conduct or support activities including maritime search and rescue, disaster relief and rescue in such areas. Once the visual monitoring results are taken by any aircraft, the captured video is delivered from one aircraft to the other by using 5 MHz AMDL and any audio communication between aircrafts is delivered by using 8 kHz AMDL as depicted in Fig. 2. The details of technical characteristics are given in Table 1.

The centre frequency for two AMDLs will be selected in the tuning range. In Fig. 2, two aircrafts are operating in one set. There could be multiple sets.

Figure 2

**Example of configuration of two aeronautical datalinks by system 7**

A screenshot of a video game

Description automatically generated

System 8 is designed to be used both on national territory and areas that are outside the territory under the jurisdiction of any ITU Member State

The main application of this system:

– exchange of various information, including the transfer of high-speed data, with aircraft and ships performing various commercial and science missions;

– organization of monitoring of linear and area hazardous production facilities and areas.

Direct communication between aircrafts and ships is also possible.

With regard to the areas that are outside the territory under the jurisdiction of any ITU Member State, the use of this system is intended to conduct planned research missions in local areas, for example, scientific studies of the sea surface or the atmosphere.

The construction of this system is planned on the basis of a modern telecommunication equipment.

**3 Technical characteristics of aeronautical mobile systems**

Typical technical characteristics for representative airborne data links for the frequency range 4 400-4 990 MHz are provided in Table 1.

**3.1 Transmitter and receiver characteristics**

The aeronautical mobile systems operating or planned to operate within the frequency range 4 400‑4 990 MHz typically use digital modulations. A given transmitter may be capable of radiating more than one waveform. The out-of-band and spurious emissions of these aeronautical systems are compliant with Recommendation ITU-R SM.1541 (Annex 11) and Recommendation ITU-R SM.329 (Category A), respectively.

**3.2 Antenna characteristics**

A variety of different types of antennas are used by systems in the frequency range 4 400‑4 990 MHz. Antennas in this range are generally differ in size and vary between the airborne component of the link and the ground based component of the link. The airborne antenna gains are typically between +3 dBi and 19 dBi. The ground based antenna gain is typically between 3 dBi and 31 dBi. Horizontal, and vertical polarizations could be used.

Antenna characteristics available in the Table 1 should be used for studies unless measured data is available.

**4 Protection criteria**

An increase in receiver effective noise of 1 dB would result in significant degradation in communication range.

Such an increase in effective receiver noise level corresponds to an (*I* + *N*)/*N* ratio of 1.26, or an *I/N* ratio of about −6 dB. This represents the required protection criterion for the AMS systems referenced herein from interference due to another radiocommunication service or another application in the mobile service. If multiple potential interference sources are present, protection of the AMS systems requires that this criterion is not exceeded due to the aggregate interference from the multiple sources.

**[-----------------------------------------------------------------------------------------**

The mentioned above protection criterion can be applied in sharing studies with a certain time percentage depending on the scenarios of potential interference to AMS stations from other radio systems.

*[Editor’s note from Russia: Russia considers that such approach when we do not provide specific figure for time percentage but keeping the idea of assessment of impact of time percentage is a balance solution and could be considered as a basis for compromise]*

*[OR]*

*[Editor’s note: No agreement on 20% of time or addition of sentence regarding sharing studies.]*

**-----------------------------------------------------------------------------------------]**

[USA note: The US continues to support no change to the protection criteria without any technical justification or rationale. The US understands that various time-based inputs and/or assumptions may be needed in sharing studies, but this is fundamentally different from associating a time percentage to protection criteria. Therefore, the US supports deleting the paragraph above.]

TABLE 1

**Typical technical characteristics of representative systems operating in the aeronautical mobile service in the frequency range 4 400-4 990 MHz**

|  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **Parameter** | **Units** | **System 1 Airborne** | **System 1 Ground** | | | **System 2 Airborne** | **System 2 Ground** | | |
| Transmitter | | | | | | | | | |
| Tuning range | MHz | 4 400-4 990(1) | 4 400-4 990(1) | | | 4 400-4 990(1) | 4 400-4 990(1) | | |
| Power output | dBm | 45 | 45 | | | 35-39 | 30-39 | | |
| Bandwidth (3 dB) | MHz | 1 | 1 | | | 6 / 10 / 20 | 6 / 10 / 20 | | |
| Receiver | | | | | | | | | |
| Tuning range | MHz | 4 400-4 990(1) | 4 400-4 990(1) | | | 4 400-4 990(1) | 4 400-4 990(1) | | |
| Selectivity (3 dB) | MHz | 1 | 1 | | | 6 / 10 / 20 | 6 / 10 / 20 | | |
| Noise figure | dB | 3.5 | 3 | | | 3.5 | 3 | | |
| Thermal noise level | dBm | −110.5 | −111 | | | −102.5 to −97.5 | −103 to −98 | | |
| Antenna(4) | | | | | | | | | |
| Antenna type |  | Omnidirectional | Omni-directional | Directional | | Omnidirectional | Omni-directional | Directional | |
| Antenna gain | dBi | 3 | 3 | 19 | 31 | 3 | 6 | 19 | 31 |
| 1st sidelobe | dBi | N/A(2) | N/A(2) | 6 | 11 | N/A(2) | N/A(2) | 6 | 11 |
| Polarization |  | Vertical | Vertical | Vertical | | Vertical | Vertical | Vertical | |
| Antenna pattern |  | N/A(2) | N/A(2) | Uniform distribution(3) | | N/A(2) | N/A(2) | Uniform distribution(3) | |
| Horizontal beamwidth | Degrees | 360 | 360 | 16 | 3.3 | 360 | 360 | 16 | 3.3 |
| Vertical beamwidth | Degrees | 90 | 90 | 16 | 3.3 | 90 | 90 | 16 | 3.3 |

TABLE 1 (*continued*)

|  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **Parameter** | **Units** | **System 3 Airborne** | | **System 3 Ground and shipborne** | | **System 4 Airborne** | | **System 4 Ground** | |
| Transmitter | | | | | | | | | |
| Tuning range | MHz | 4 400-4 940(1) | | 4 400-4 940(1) | | 4 400-4 940(1) | | 4 400-4 940(1) | |
| Power output | dBm | 42-50 | | 42 | | 43 | | 37 | |
| Bandwidth (3 dB) | MHz | 0.158 / 0.97 / 1.23 / 4.0 | | 0.158 / 0.97 / 1.23 / 4.0 | | 0.158 / 2.4 / 4.8 / 9.6 | | 0.158 / 2.4 / 4.8 / 9.6 | |
| Receiver | | | | | | | | | |
| Tuning range | MHz | 4 400-4 940(1) | | 4 400-4 940(1) | | 4 400-4 940(1) | | 4 400-4 940(1) | |
| Selectivity (3 dB) | MHz | 0.2 / 1 / 1.5 / 4.5 | | 0.2 / 1 / 1.5 / 4.5 | | 0.2 / 2.6 / 5.0 / 10 | | 0.2 / 2.6 / 5.0 / 10 | |
| Noise figure | dB | 2.5 | | 2.5 (ground) / 6 (shipborne) | | 2.5 | | 3 | |
| Thermal noise level | dBm | −118.5 to −105.0 | | −118.5 to −105.0 | | −118.5 to −101.5 | | −118 to −101 | |
| Antenna(4) | | | | | | | | | |
| Antenna type |  | Omni-directional | Directional | Omni-directional | Directional | Omni-directional | Directional | Omni-directional | Directional |
| Antenna gain | dBi | 3.5 | 16 | 3 | 30 | 4.5 | 16 | 4 | 30 |
| 1st sidelobe | dBi | N/A(2) | 9 | N/A(2) | 17 | N/A(2) | 9 | N/A(2) | 17 |
| Polarization |  | Vertical | Vertical | Vertical | Vertical | Vertical | Vertical | Vertical | Vertical |
| Antenna pattern |  | N/A(2) | Uniform distribution(3) | N/A(2) | Uniform distribution(3) | N/A(2) | Uniform distribution(3) | N/A(2) | Uniform distribution(3) |
| Horizontal beamwidth | Degrees | 360 | 33 | 360 | 4.4 | 360 | 33 | 360 | 4.4 |
| Vertical beamwidth | Degrees | 35 | 33 | 40 | 4.4 | 35 | 33 | 60 | 4.4 |

TABLE 1 (*continued*)

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| **Parameter** | **Units** | **System 5 Airborne** | | **System 5 Ground and shipborne** | | |
| Transmitter | | | | | | |
| Tuning range | MHz | 4 400-4 990(1) | | 4 400-4 990(1) | | |
| Power output | dBm | 45 | | 45 | | |
| Bandwidth (3 dB) | MHz | 0.4 / 3 / 8.5 | | 0.4 / 3 / 8.5 | | |
| Receiver | | | | | | |
| Tuning range | MHz | 4 400-4 990(1) | | 4 400-4 990(1) | | |
| Selectivity (3 dB) | MHz | 0.4 / 3 / 17 | | 0.4 / 3 / 17 | | |
| Noise figure | dB | 3.5 | | 3.5 (ground) / 6 (shipborne) | | |
| Thermal noise level | dBm | −114.5 to −98 | | −114.5 to −98 | | |
| Antenna(4) | | | | | | |
| Antenna type |  | Omni-directional | Directional | Omni-directional | Directional | |
| Antenna gain | dBi | 3 | 19 | 3 | 19 | 31 |
| 1st sidelobe | dBi | N/A(2) | 6 | N/A(2) | 6 | 11 |
| Polarization |  | Vertical | Vertical | Vertical | Vertical | |
| Antenna pattern |  | N/A(2) | )See equation (5) | N/A(2) | See equations (5) & (6) | |
| Horizontal beamwidth | Degrees | 360 | 16 | 360 | 16 | 3.3 |
| Vertical beamwidth | Degrees | 90 | 16 | 360 | 16 | 3.3 |

TABLE 1 (*continued*)

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| **Parameter** | **Units** | **System 6 Airborne 1** | **System 6 Airborne 2** | **System 6 Ship borne** | | **System 6 Ground** | |
| Transmitter | | | | | | | |
| Tuning range | MHz | 4 800-4 990 | 4 800-4 990 | 4 800-4 990 | | 4 800-4 990 | |
| Power output | dBm | 27-33 | 27-33 | 35 | | 35 | |
| Bandwidth (3 dB) | MHz | 5 / 10 / 20 / 40  (software configurable) | 5 / 10 / 20 / 40  (software configurable) | 5 / 10 / 20 / 40  (software configurable) | | 5 / 10 / 20 / 40  (software configurable) | |
| Receiver(4) | | | | | | | |
| Tuning range | MHz | 4 800-4 990 | 4 800-4 990 | 4 800-4 990 | | 4 800-4 990 | |
| Selectivity (3 dB) | MHz | 5 / 10 / 20 / 40 | 5 / 10 / 20 / 40 | 5 / 10 / 20 / 40 | | 5 / 10 / 20 / 40 | |
| Noise figure | dB | 6 | 6 | 6 | | 4 | |
| Thermal noise level | dBm | −101 to −92 | −101 to −92 | −103 to −94 | | −103 to −94 | |
| Antenna(4) | | | | | | | |
| Antenna type |  | Omnidirectional | Omnidirectional | Omni-directional | Directional | Omni-directional | Directional |
| Antenna gain | dBi | 4.7 | 4.7 | 6 | 11.8 | 6 | 11.8 |
| 1st sidelobe | dBi | N/A | N/A | N/A | Note 2 | N/A | Note 2 |
| Polarization |  | Vertical | Vertical | Vertical | Vertical | Vertical | Vertical |
| Antenna pattern |  | N/A | N/A | Note 1 | Note 2 | Note 1 | Note 2 |
| Horizontal beamwidth | Degrees | 360 | 360 | 360 | 30 | 360 | 30 |
| Vertical beamwidth | Degrees | 90 | 90 | 28 | 18 | 28 | 18 |

TABLE 1 (*continued*)

| **Parameter** | **Units** | **System 7 Airborne 1** | **System 7 Airborne 2** |
| --- | --- | --- | --- |
| Transmitter | | | |
| Tuning range | MHz | 4 400-4 990 | 4 400-4 990 |
| Power output | dBm | 30-43 | 30-43 |
| Bandwidth (3 dB) | MHz | 5 / 0.008 | 5 / 0.008 |
| Receiver(4) | | | |
| Tuning range | MHz | 4 400-4 990 | 4 400-4 990 |
| Selectivity (3 dB) | MHz | 5 / 0.008 | 5 / 0.008 |
| Noise figure | dB | 6 | 6 |
| Thermal noise level | dBm | −103 / −131 | −103/ −131 |
| Antenna(4) | | | |
| Antenna type |  | Directional | Directional |
| Antenna gain | dBi | 14 | 14 |
| 1st sidelobe | dBi | −1 | −1 |
| Polarization |  | Vertical | Vertical |
| Antenna pattern |  | Uniform distribution (Refer to Rec. ITU-R M.1851) | Uniform distribution (Refer to Rec. ITU-R M.1851) |
| Horizontal beamwidth | Degrees | 24 | 28 |
| Vertical beamwidth | Degrees | 24 | 28 |

TABLE 1 *(end)*

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Parameter** | **Units** | **System 8 Airborne** | **System 8 Ground** | **System 8 Shipborne** |
| Transmitter | | | | |
| Tuning range | MHz | 4 800-4 990 | 4 800-4 990 | 4 800-4 990 |
| Power output | dBm | 26 | 46 | 46 |
| Bandwidth (3 dB) | MHz | 40 / 50 / 60 / 80 / 100 (software configurable) | 40 / 50 / 60 / 80 / 100 (software configurable) | 40 / 50 / 60 / 80 / 100 (software configurable) |
| Receiver(4) | | | | |
| Tuning range | MHz | 4 800-4 990 | 4 800-4 990 | 4 800-4 990 |
| Selectivity (3 dB) | MHz | 40/50/60/80/100 | 40/50/60/80/100 | 40/50/60/80/100 |
| Noise figure | dB | 9 | 5 | 5 |
| Thermal noise level | dBm | −89 .. -85 | −93 .. -89 | −93 .. -89 |
| Antenna(4) | | | | |
| Antenna type |  | Omnidirectional | Directional (steerable, MIMO) | Directional (steerable, MIMO) |
| Antenna gain | dBi | 0 | 15 | 15 |
| 1st sidelobe | dBi | N/A | N/A | N/A |
| Polarization |  | Vertical | Vertical | Vertical |
| Antenna pattern |  | N/A | Rec. ITU-R F.1336 | Rec. ITU-R F.1336 |
| Horizontal beamwidth | Degrees | 360 | 65 | 65 |
| Vertical beamwidth | Degrees | 90 | 90 | 90 |

Notes:

(1) RR No. **5.442** applies.

(2) N/A – Not applicable.

(3) Refer to Recommendation ITU-R M.1851.

(4) A typical value of the feeder loss associated with these systems can range from 0-3 dB with 2 dB as the representative value.

(5) For antenna gain 19 dBi: and otherwise. Here, (x in radians) and .

(6) For antenna gain 31 dBi: Gψ= 20.log10𝑠𝑖𝑛𝑐15.5𝜋sin𝜓+31.0 ∀ψ∈−64.25°, 64.25° and otherwise. Here, (x in radians) and .

In the Table “-” means range of values, and “/” means discrete values.

[USA note: The U.S. has identified that the following Annex 2 for technical and operational characteristics and protection criteria for systems operating in the maritime mobile service was not retained in Annex 3 to the WP 5B Chairman’s Report (5B/819). The US proposes to retain the most recent version discussed at the previous WP 5B meeting in order to not lose the progress made during the previous study cycle. The US proposes to add Annex 2 back into the document at the Drafting Group level to avoid confusion when merging input contributions.