

Main Points of Proceedings of the 897th Radio Regulatory Council Meeting

1. Date

Wednesday, July 13, 2005 16:00 to 17:00PM

2. Venue

Ministry of Internal Affairs and Communications conference room (conference room No. 1002, 10th floor)

3. Participants (honorific titles omitted)

(1) Committee member of the Radio Regulatory Council

Yasuhiko YASUDA (Chairman), Takeo IGUCHI, Junichi HAMADA, Kashiko KODATE, Hatsuko UKIKAWA

(2) Hearing examiner of the Radio Regulatory Council

Tasuku KIYASU

(3) Secretary

Masao OKAMOTO (Assistant Director of the General Affairs Division, Telecommunications Bureau)

(4) Ministry of Internal Affairs and Communications (hereinafter referred to as “the MIC” in this section)

ARITOMI (Director General of the Telecommunications Bureau), HORIE (Director General of the Information and Communications Policy Bureau), TAKEDA (Director General of the Radio Department), OGASAWARA (Councilor) and others

4. Contents of proceedings

(1) Concerning a ministerial ordinance plan to amend part of the Radio Law Enforcement Regulations (Inquiry No. 23 dated May 11, 2005)

Concerning a ministerial ordinance plan to amend part of the Radio Law Enforcement Regulations related to the addition of a 10 mW, or lower, PHS base station and radio station premises using radio equipment with a frequency hopping method to target radio stations in the registration system, the members of the Radio Regulatory Council deliberated on a protocol submitted by the Hearing Examiner who presided over the hearing procedure and written opinions (see written opinions obtained at the 403rd Radio Regulatory Council Meeting) and drafted a report to the effect that the amendment plans are appropriate on the whole.

(2) Concerning a plan to amend part of the Basic Plan for Broadcast Dissemination (Inquiry No. 24, dated May 11, 2005)

Concerning a plan to amend part of the Basic Plan for Broadcast Dissemination related to the dissemination target of BS broadcasting which will be carried out from 2007, the members of the Radio Regulatory Council deliberated on a protocol submitted by the Hearing Examiner who presided over the hearing procedure and written opinions (see written opinions obtained at the 404th Radio Regulatory Council Meeting) and drew up a report to the effect that the amendment plan is appropriate on the whole.

Concerning the target of a number of broadcast programs for high-definition television broadcasting from domestic facility-supplying broadcasting (digital broadcasting) by private broadcasters of BS broadcasting, the members of the Radio Regulatory Council added an opinion to the effect that measures should be taken in such a way that the number of broadcast programs are compatible with an attestation policy (plan) related to BS digital broadcasting.

(3) Concerning a ministerial ordinance plan to amend part of the Ordinance Amending Part of the Radio Station Operation Regulations and the Radio Equipment Regulations (Inquiry No. 27)

Concerning the establishment of Radio Law-related regulations for amending part of the Civil Aeronautics Law and the establishment of Radio Law-related regulations related to an emergency locator transmitter (ELT), a participant from the MIC offered the following explanation and a question and answer session was held, as set out below.

A hearing of inquiry No. 27 is obligatory pursuant to Article 99.12, paragraph 1 of the Radio Law and Tasuku KIYASU was designated as the hearing examiner to preside over the hearing procedure.

a. Explanation by the MIC

The purpose of this ministerial ordinance plan is to establish Radio Law-related regulations for amending part of the Civil Aeronautics Law which was promulgated on July 6, 2005 and the Radio Law-related regulations related to an emergency locator transmitter (ELT).

In connection with the establishment of Radio Law-related regulations for amending part of the Civil Aeronautics Law, there are two points that are related to the Radio Law in the amended Civil Aeronautics Law. The first point is that when an aircraft flies from an airport where there

is little air traffic or in an air traffic information sphere that is the airspace around it using an instrument flying method and when stunt flying is performed in a civil training test airspace, where stunt flying and operational practice flying are usually performed, it is obligatory to monitor information on other aircraft in such airspace at all times. On the basis of this rule, an aeronautical station that performs communications concerning the provision of information of an aircraft entering this airspace, is defined as a “*traffic information aeronautical station*” and we will establish regulations that oblige aircraft to monitor the emissions of a frequency as instructed by the traffic information aeronautical station, when aircraft enter the said airspace, using a specified method.

The second point is that when an aircraft lands using an instrument landing system based on high-category aviation, for which a permit of the Minister of Land, Infrastructure and Transport is required, it is obligatory to install a radio altimeter as radio equipment pursuant to Article 37 of the Radio Law. In the past, radio equipment of which the installation is obligatory by Civil Aeronautics Law was equipment for which it was necessary to undergo a radio equipment type inspection based on Article 37 of the Radio Law. Meanwhile, we will add a radio altimeter to the Radio Equipment Type Inspection Regulations in accordance with the amendment to the Civil Aeronautics Law, although this is not a matter of inquiry to be submitted to the Radio Regulatory Council. At the same time, since a transitional measure to the effect that the former provisions may apply to the type of inspection related to radio equipment of an aircraft station is provided for in the Supplementary Provisions of the Ordinance Amending Part of the Radio Equipment Regulations, in accordance with the amendment of the regulations concerning permissible values of spurious emission intensity of radio equipment, dealt with at the Radio Regulatory Council meeting held on June 8, 2005. We will amend part of the ministerial ordinance in such a way that radio altimeter equipment may be included in equipment that can accept the transitional measure.

Next, regarding the establishment of regulations concerning an emergency locator transmitter (ELT), a compulsory station of an aircraft flying over the sea for a long distance was obliged to monitor emissions on a 121.5 MHz frequency, which is a distress emergency frequency and because the International Civil Aviation Organization (ICAO) has recently obliged aircraft that fly over terrain where search and rescue are difficult, to install an emergency locator transmitter (an automatic ELT), which automatically emits the frequency upon crash impact and to monitor the frequency, we will introduce a new obligation for aircraft flying over terrain that has been designated as difficult search and rescue space to monitor emissions on a 121.5 MHz frequency.

a. Main questions and answers

- What about the altitude of the controlled airspace of the air traffic information sphere which has been introduced? A participant from the MIC replied to this question as follows: *“The air traffic information sphere which has been introduced is similar to the past air traffic control sphere, although areas of the former differ from those of the latter, and we will change the area around an airport where aircraft activity is infrequent, which was regarded as an information sphere in the past, to an air traffic information sphere.”*

- When an ELT antenna is installed on an aircraft as an integrated part of the frame and this gets broken, radio waves can't be emitted. Is this correct? A participant from the MIC replied to this question as follows: *“Many aircraft are fitted with the following two types of antenna: an antenna which adheres to the aircraft and emits radio waves by perceiving the rate of acceleration in a fall before a crash; and an onboard type antenna that, upon landing in the ocean, can be removed from the aircraft and be recovered by a boat.”*

- How many kinds of high-category aviation are available? A participant from the MIC replied to this question as follows: *“There are five kinds of high-category aviation, Category I, Category II, Category IIIA, Category IIIB and Category IIIC. These have been introduced at airports with heavy traffic that experience difficult takeoff and landing conditions due to dense fog and the higher the category becomes, the more facilities that are required.”*

(4) Other matters

Regarding inquiry Nos. 17 and 18 for which a response was given at the 896 Radio Regulatory Council meeting (held on June 8, 2005), a participant from the MIC reported as follows.

(Responsibility for the wording: Secretariat of the Radio Regulatory Council)