

*Información confidencial con fundamento en los artículos 113, fracción I, de la Ley Federal de Transparencia y Acceso a la Información Pública y 116, párrafo primero, de la Ley General de Transparencia y Acceso a la Información Pública.

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Para: Informacion UPR; [REDACTED]

Asunto: Anteproyecto de Disposición Técnica IFT-017 Equipos de radiocomunicación que utilizan la técnica de modulación digital y que operan en las bandas 5150-5250 MHz, 5250-5350 MHz, 5470-5600 MHz, 5650-5725 MHz, 5725-5850 MHz y 5925-6425 MHz

Saludos,

En el anteproyecto de Disposición Técnica IFT-017 se propone lo siguiente en la sección 4.6.1.2 que menciona:

. Los Productos sujetos a esta DT que operen en la banda de frecuencias 5150 MHz - 5250 MHz y/o 5250 MHz - 5350 MHz deben cumplir con lo siguiente: Se prohíbe su uso en comunicaciones para sistemas de vehículos aéreos no tripulados, en embarcaciones, plataformas petroleras, automóviles, trenes y aviones, salvo que su operación sea dentro de aeronaves grandes que vuelen a más de 3048 metros de altitud

Se menciona la prohibición en automóviles. Les deseamos indicar que tanto en los estándares del ISED RSS-247 sección 6.2.1 y 6.2.2 el uso de automotives (vehicles) esta permitido y limitan la potencia de salida a un máximo de 30mW EIRP (14.77dBm EIRP) por sección 6.2.1.1 y 6.2.2.1. Para su consulta aquí el link para el document oficial del ISED:

<https://ised-isde.canada.ca/site/spectrum-management-telecommunications/en/devices-and-equipment/radio-equipment-standards/radio-standards-specifications-rss/rss-247-digital-transmission-systems-dtss-frequency-hopping-systems-fhss-and-licence-exempt-local>

6.2.1 Frequency band 5150-5250 MHz

LE-LAN devices are restricted to indoor operation only in the band 5150-5250 MHz. However, original equipment manufacturer (OEM) devices, which are installed in vehicles by vehicles manufacturers, **are permitted**.

6.2.2 Frequency band 5250-5350 MHz

For devices installed in vehicles, only OEM devices installed by vehicle manufacturers **are permitted**.

La FCC sección 15.407(a)(1)(i) y (iv) ahora permite que dispositivos pueden usarse afuera de edificios que incluye en el uso de automotives

Igualmente, en el anteproyecto de Disposición Técnica IFT-017 se propone lo siguiente en la sección 4.6.1.5 se menciona la prohibición en automotives. Los documentos y información incluidas muestran que el FCC ahora permite que en la banda 5925-6425 MHz el uso en automotives. Adjunto el document titulado "ECC Decision 20/01.pdf" en la página 7 muestra la categoría llamada VLP (Very Low Power) que en Europa tiene una potencia de salida de 14dBm EIRP. Cual debido a su baja potencia permite que se puede usar afuera de edificios y en automotives. Lo que se prohíbe es en el uso de drones.

El FCC adopto el VLP de ETSI y la misma potencia de salida de 14dBm EIRP como lo muestra en la sección 15.407 (a)(9). Igualmente VLP no se prohíbe en el uso de automotives como lo indica FCC sección 15.407(d)(ii):

15.407 (d) Operational restrictions for 6 GHz U-NII devices.

(1) Operational restrictions include:

(i) **Oil platforms.** Operation of standard power access points, fixed client devices, **very low power devices**, and indoor access points in the 5.925–7.125 GHz band is prohibited on oil platforms.

(ii) **Land vehicles.** Operation of standard power access points, fixed client devices, and indoor access points in the 5.925–7.125 GHz band is prohibited on vehicles (e.g., cars, trains).

(iii) **Boats.** Operation of standard power access points, fixed client devices, and indoor access points in the 5.925–7.125 GHz band is prohibited on boats.

(iv) **Aircraft.** Standard power access points, fixed client devices, **very low power devices**, and indoor access points in the 5.925–7.125 GHz band are prohibited from operating on aircraft, except that very low power devices and indoor access points are permitted to operate in the 5.925–6.425 GHz bands in large aircraft while flying above 10,000 feet.

(v) **Unmanned aircraft systems.** Operation of transmitters in the 5.925–7.125 GHz band is prohibited for control of or communications with unmanned aircraft systems.

Al momento ISED esta en el proceso de adoptar el VLP como lo hizo el FCC.

Espero que la información compartida sobre los cambios recientes de la FCC y de la ISED nos permita a que tomen la decisión de igualmente adoptar el uso de 5150 -5250 y 5250 -5350MHz para uso en automotives adoptando la potencia de salida de 14.77dBm EIRP de ISED.

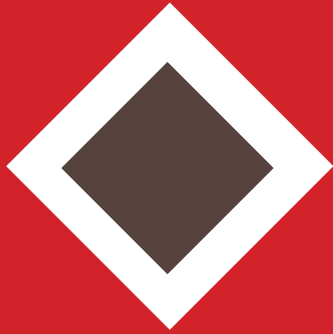
Igualmente para la banda de operación 5925-6425 MHz nos permita a que tomen la decisión de usar en automotives y adoptar la potencia de salida de 14dBm EIRP como lo fue con el FCC y ETSI.

Para cualquier otra pregunta quedo a sus ordines.

Atentamente,

Juan Martinez

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ECC Decision (20)01

On the harmonised use of the frequency band 5945-6425 MHz for Wireless Access Systems including Radio Local Area Networks (WAS/RLAN)

approved 20 November 2020

EXPLANATORY MEMORANDUM

1 INTRODUCTION

This CEPT/ECC Decision addresses the designation of the frequency band 5945-6425 MHz for the implementation of Wireless Access Systems including Radio Local Area Networks (WAS/RLAN). This frequency band has been allocated to the mobile service, the fixed service and the fixed-satellite service on a primary basis in all three regions by ITU-R Radio Regulations.

Wireless Access Systems are broadband radio systems which can be deployed either inside or outside buildings, usually in geographically limited areas. Broadband RLAN, a subset of WAS, are the major type of equipment deployed today and are predominantly used inside buildings. Typical WAS/RLAN include public and private applications offered in homes, schools, hospitals, hotels, conference centres, railway stations, airports, shopping centres, etc. These types of applications may thus be considered to fall into the ITU-R categories nomadic wireless access (NWA) or mobile wireless access (MWA) [10]. They are typically intended for connections between traditional business products such as PC, laptops, workstations, servers, printers and other networking equipment as well as digital consumer electronic equipment in the wireless home network environment. RLAN thus remove the need for physical connection of the above devices. RLAN utilise low power levels because of the short distance nature of inside building operation. Most of the existing RLAN and similar broadband data transmission systems are currently operating in the ISM frequency bands. In order to ensure high reliability and higher data transfer rates RLAN, however, require a more predictable sharing environment. Therefore, other frequency bands have been identified which are more suitable than the ISM bands for these kinds of services. More detailed information regarding broadband RLAN applications which are used worldwide can be found in Recommendation ITU-R M.1450 [5].

2 BACKGROUND

The results of detailed compatibility and sharing studies within CEPT taking into account the existing radio services can be found in ECC Reports 302 [4], 316 [6] and in complementary studies performed in parallel with the public consultation on this ECC Decision in order to further assess the in-band Power Spectral Density (PSD) for VLP devices and out-of-band emission limits below 5935 MHz for LPI and VLP devices. This technical assessment were also the basis for the response to the EC Mandate on 6 GHz WAS/RLAN in CEPT Report 73 (2019) [7] and draft CEPT Report 75 [8]. As a consequence of these studies, the following use cases and related conditions were identified for use by WAS/RLAN in the bands 5945-6425 MHz:

- Low power indoor (LPI) use, maximum mean¹ 200 mW e.i.r.p., with no outdoor use allowed;
- Very low power (VLP) portable use, maximum mean¹ 25 mW e.i.r.p., that may both operate indoor and outdoor.

The e.i.r.p. requirements assumed generic WAS/RLAN systems. Those systems can be described by two common configurations: centralised systems, where multiple devices are connecting to an access point (AP), and non-centralised systems, where multiple devices communicate directly in a small area on an ad-hoc basis.

Consideration of use cases with powers higher than those described in this Decision including for outdoor use would require further investigations.

LPI use is intended to be permanently in buildings, in aircraft or in trains. The outdoor use of the frequency band is restricted to the VLP usage because of the protection requirements of other radio services. The VLP outdoor use is intended to cover short range applications for small area direct communications. VLP devices can operate in the frequency band 5945-6425 MHz throughout CEPT taking into account operations of Urban Rail Intelligent Transport Systems (ITS). This approach is based on the conclusions contained in CEPT Report 73 and further elaborated on in CEPT Report 75 [8].

It should be noted that the -45 dBm/MHz OOB limit below 5935 MHz for VLP would allow VLP initial market to take up. CEPT also agreed that this OOB limit should be valid in time only until 31 December 2024 and be re-

¹ The "mean e.i.r.p." refers to the e.i.r.p. during the transmission burst, which corresponds to the highest power, if power control is implemented.

examined with regard to an opportunity to relax it based on the real IEEE and DSSS Urban Rail interference situation. In absence of the justified evidence, a value of -37 dBm/MHz, for the OOB limit below 5935 MHz, will be adopted from 1 January 2025.

ETSI has published a System Reference Document TR 103 524 [2] and is currently working on the development of a draft harmonised standard ETSI EN 303 687 [9] where the CEPT studies and resulting use cases will be considered.

As there are concerns regarding the protection of national implementations of the fixed service, especially regarding the short-term protection criterion, national administrations should support an effective enforcement of the indoor restriction for LPI in order to maintain an adequate protection of the fixed service.

Finally, this ECC Decision may be reviewed in order to address the results of the relevant activities, where considered appropriate, to enhance its implementation status in CEPT.

3 REQUIREMENT FOR AN ECC DECISION

The allocation or designation of frequency bands for use by a radio service or system under specified conditions in CEPT member countries is laid down by law, regulation or administrative action. ECC Decisions are required to deal with the licence related matters and for the carriage and use of equipment throughout Europe. The harmonisation on a European basis would support the Directive 2014/53/EU of the European Parliament and of the Council of 16 April 2014 on radio equipment and telecommunications terminal equipment and the mutual recognition of their conformity [1]. A commitment by CEPT member countries to implement an ECC Decision will provide a clear indication that the required frequency bands will be made available on time and on a European-wide basis.

ECC DECISION OF 20 NOVEMBER 2020 ON THE HARMONISED USE OF THE FREQUENCY BAND 5945-6425 MHz FOR WIRELESS ACCESS SYSTEMS INCLUDING RADIO LOCAL AREA NETWORKS (WAS/RLAN) (ECC/DEC/(20)01)

“The European Conference of Postal and Telecommunications Administrations,

considering

- a) that there is a need to harmonise additional spectrum for the implementation of Wireless Access Systems including Radio Local Area Networks (WAS/RLAN);
- b) that the frequency band 5945-6425 MHz has been allocated to the mobile service, the fixed service (FS), and the fixed-satellite service (FSS) on a primary basis in ITU Region 1 and in the European Common Allocation Table (ECA);
- c) that the frequency band 6650.0-6675.2 MHz is covered by RR footnote 5.149, which urges administrations “to take all practicable steps to protect the radio astronomy service (RAS) from harmful interference” and that the appropriate measures to protect the RAS stations may be defined on a site-by-site basis at national level;
- d) that ECC/DEC/(08)01 harmonises the use of the frequency bands 5875-5935 MHz for safety-related Intelligent Transport Systems (ITS);
- e) that compatibility studies in ECC Report 302 and ECC Report 316 have shown that sharing between WAS/RLAN and FSS earth stations and terrestrial FS deployments in the band 5945-6425 MHz is feasible under certain conditions;
- f) there is no out-of-band emissions (OOBE) limit included in this ECC Decision, to protect adjacent incumbents operating above 6425 MHz, as the same incumbents will be operating co-channel with WAS/RLAN below 6425 MHz;
- g) that the conditions provided in Table 1 of Annex 1 of this ECC Decision also apply to WAS/RLANs used inside trains and aircraft; train operators, manufacturers and train owners should consult the relevant national or regional railway regulatory bodies before installing and using WAS/RLAN on board trains;
- h) that national administrations should support an effective enforcement of the indoor restriction for LPI in order to maintain an adequate protection of the fixed service
- i) that OOBE limit for VLP should be valid in time only until 31 December 2024 and be re-examined with regard to an opportunity to relax it based on the real IEEE and DSSS Urban Rail interference situation. In absence of the justified evidence, a value of -37 dBm/MHz, for the OOB limit below 5935 MHz, will be adopted from 1 January 2025;
- j) that in EU/EFTA countries the radio equipment that is under the scope of this Decision shall comply with the RE Directive. Conformity with the essential requirements of the RE Directive may be demonstrated by compliance with the applicable harmonised European standard(s) or by using the other conformity assessment procedures set out in the RE Directive;

DECIDES

1. that the purpose of this ECC Decision is to:
 - harmonise the use of the frequency band 5945-6425 MHz for WAS/RLAN use, restricted to indoor use and no fixed outdoor WAS/RLAN use;
 - allow free circulation and use of WAS/RLAN equipment for indoor and outdoor use under certain conditions (see Annex 1);
2. that WAS/RLAN devices shall comply with the technical conditions described in Annex 1;
3. that CEPT administrations shall:
 - designate the frequency band 5945-6425 MHz for the use by WAS/RLAN equipment on a non-exclusive, non-interference and non-protected basis;
 - allow free circulation and use of Very Low Power (VLP) portable equipment, which may also operate outdoor (in accordance with Annex 1), and Low Power Indoor (LPI) equipment (in accordance with Annex 1);
 - exempt WAS/RLAN equipment in accordance with the technical details in Annex 1 from individual licensing;
4. that this Decision enters into force on date: 20 November 2020;
5. that the preferred date for implementation of this Decision shall be date: 20 May 2021;
6. that CEPT administrations shall communicate the national measures implementing this Decision to the ECC Chairman and the Office when this ECC Decision is nationally implemented.”

Note:

Please check the Office documentation database <https://docdb.cept.org/> for the up to date position on the implementation of this and other ECC Decisions.

ANNEX 1: TECHNICAL CONDITIONS**A1.1 LOW POWER INDOOR (LPI) DEVICES****Table 1: Low Power Indoor (LPI) WAS/RLAN devices**

Parameter	Technical conditions
Permissible operation	Restricted to indoor use only (including trains where metal coated windows (note 1) are fitted and aircraft) Outdoor use (including in road vehicles) is not permitted.
Category of device	An LPI access point or bridge that is supplied power from a wired connection, has an integrated antenna and is not battery powered. An LPI client device is a device that is connected to an LPI access point or another LPI client device and may or may not be battery powered.
Frequency band	5945-6425 MHz
Channel access and occupation rules	An adequate spectrum sharing mechanism shall be implemented.
Maximum mean e.i.r.p. for in-band emissions (note 2)	23 dBm
Maximum mean e.i.r.p. density for in-band emissions (note 2)	10 dBm/MHz
Maximum mean e.i.r.p. density for out-of-band emissions below 5935 MHz (note 2)	-22 dBm/MHz
<p>Note 1: Or similar structures made of material with comparable attenuation characteristics.</p> <p>Note 2: The "mean e.i.r.p." refers to the e.i.r.p. during the transmission burst, which corresponds to the highest power, if power control is implemented.</p>	

A1.2 VERY LOW POWER (VLP) WAS/RLAN DEVICES

VLP WAS/RLAN devices shall comply with the harmonised technical conditions listed in Table 2.

Table 2: Very Low Power (VLP) WAS/RLAN devices

Parameter	Technical conditions
Permissible operation	Indoors and outdoors Use on drones is prohibited
Category of device	The VLP device is a portable device
Frequency band	5945-6425 MHz
Channel access and occupation rules	An adequate spectrum sharing mechanism shall be implemented.
Maximum mean e.i.r.p. for in-band emissions (note 1)	14 dBm
Maximum mean e.i.r.p. density for in-band emissions (note 1)	1 dBm/MHz
Narrowband usage maximum mean e.i.r.p. density for in-band emissions (note 1) (note 2)	10 dBm/MHz
Maximum mean e.i.r.p. density for out-of-band emissions below 5935 MHz (note 1)	-45 dBm/MHz (note 3)
<p>Note 1: The "mean e.i.r.p." refers to the e.i.r.p. during the transmission burst, which corresponds to the highest power, if power control is implemented.</p> <p>Note 2: Narrowband (NB) devices are devices that operate in channels bandwidths below 20 MHz. Narrowband devices also require a frequency hopping mechanism based on at least 15 hop channels to operate at a PSD value above 1 dBm/MHz.</p> <p>Note 3: ECC will study the appropriateness of this level of OOB by 31/12/2024. In absence of the justified evidence, a value of -37 dBm/MHz will be adopted from 1 January 2025.</p>	

ANNEX 2: LIST OF REFERENCES

This annex contains the list of relevant reference documents.

- [1] Radio Equipment Directive 2014/53/EU of the European Parliament and of the Council of 16 April 2014 on the harmonisation of the laws of the CEPT Administrations relating to the making available on the market of radio equipment and repealing Directive 1999/5/EC
- [2] ETSI TR 103 524 V1.1.1 (2018-10) "System Reference document (SRdoc); Wireless access systems including radio local area networks (WAS/RLANs) in the band 5 925 MHz to 6 725 MHz"
- [3] ECC Decision (08)01: "Harmonised use of Safety-Related Intelligent Transport Systems (ITS) in the 5875-5935 MHz frequency band", approved March 2008 and latest amendment March 2020
- [4] ECC Report 302: "Sharing and compatibility studies related to Wireless Access Systems including Radio Local Area Networks (WAS/RLAN) in the frequency band 5925-6425 MHz", approved May 2019
- [5] Recommendation ITU-R M.1450-5: "Characteristics of broadband radio local area networks"
- [6] ECC Report 316: "Sharing studies assessing short-term interference from Wireless Access Systems including Radio Local Area Networks (WAS/RLAN) into Fixed Service in the frequency band 5925-6425 MHz", approved May 2020
- [7] CEPT Report 73: "Report from CEPT to the European Commission in response to the Mandate to study feasibility and identify harmonised technical conditions for Wireless Access Systems including Radio Local Area Networks in the 5925-6425 MHz band for the provision of wireless broadband services; Report A: Assessment and study of compatibility and coexistence scenarios for WAS/RLANs in the band 5925-6425 MHz", approved March 2020
- [8] CEPT Report 75: "Report from CEPT to the European Commission in response to the Mandate to study to study feasibility and identify harmonised technical conditions for Wireless Access Systems including Radio Local Area Networks in the 5925-6425 MHz band for the provision of wireless broadband services; Report B: Harmonised technical parameters for WAS/RLANs operating on a coexistence basis with appropriate mitigation techniques and/or operational compatibility/coexistence conditions, operating on the basis of a general authorisation"
- [9] Draft ETSI EN 303 687 "6 GHz RLAN Harmonised Standard for access to radio spectrum"
- [10] Prototype of the integrated Database ITU Terms and Definitions is an online database
<http://www.itu.int/ITU-R/go/terminology-database>