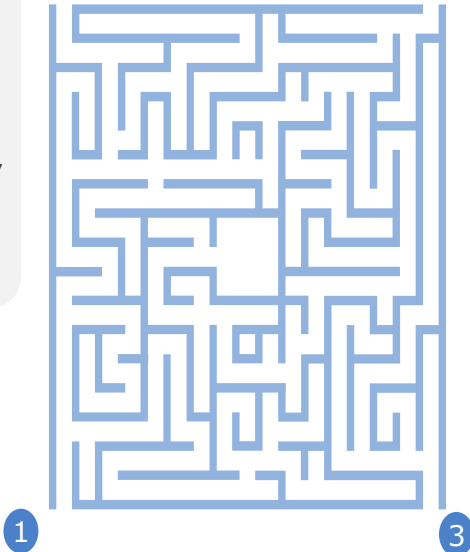


## WRC-23

### Agenda Items

- ❖ 1.6, 1.7, 1.8, 1.9, 1.10 and 9.2
  - aviation is seeking action by the WRC.
- ❖ 1.1, 1.2, 1.3, 1.4, 1.11, 1.13, 1.15, 1.16, 1.17, 4, 8, and 9.1 topic b
  - could potentially affect aviation use of spectrum

**1** | Spectrum use by sub-orbital vehicles

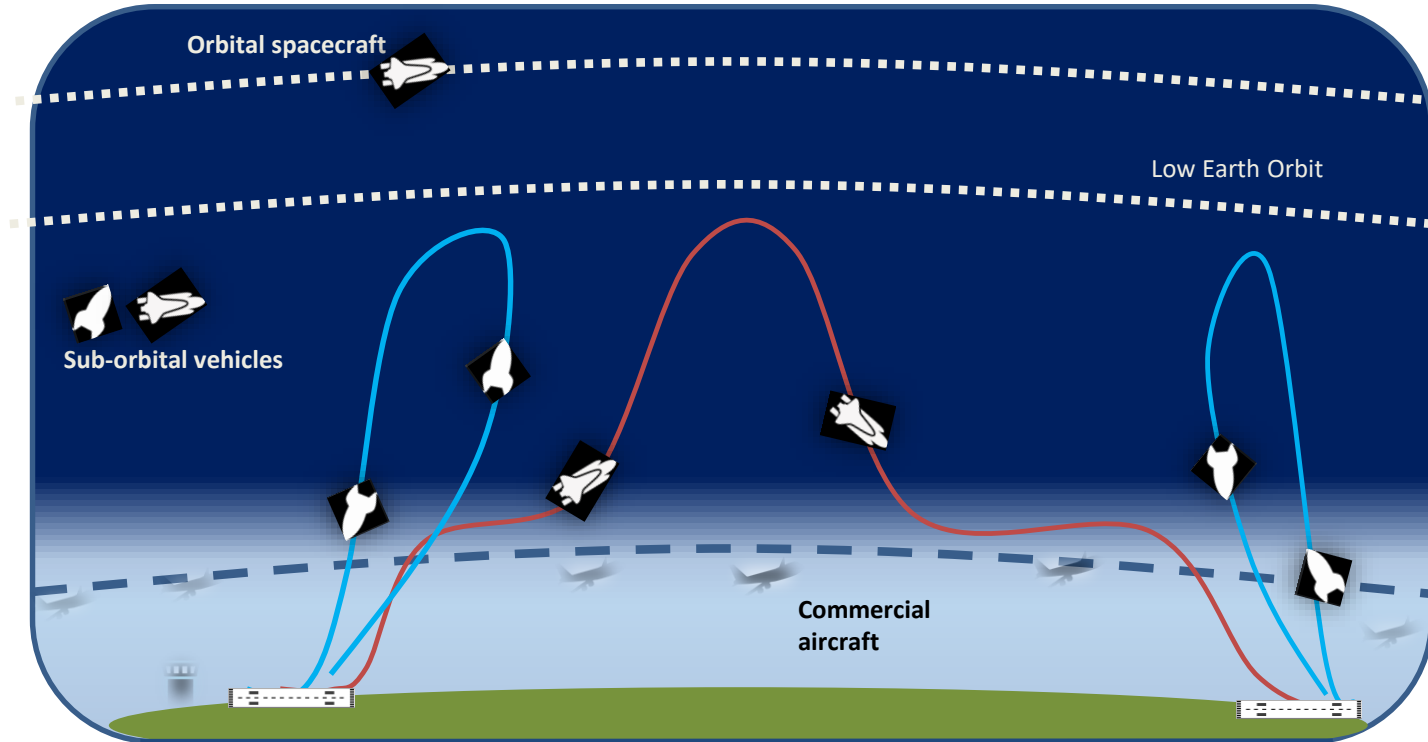


## will be very busy for aviation

**2** | Potential facilitation of aeronautical VHF over satellite

**3** | Finalization of a satellite allocation enabling beyond-line-of-sight C2-link for RPAS

## Spectrum use by sub-orbital vehicles



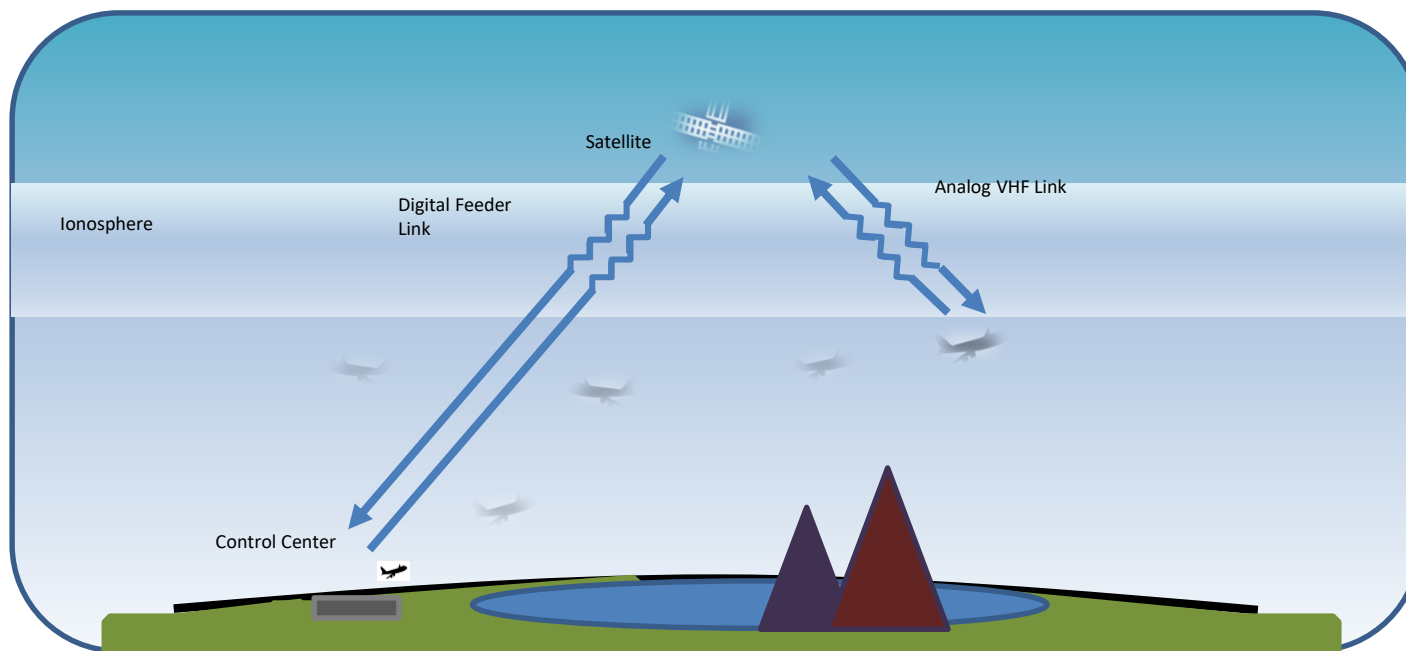


## Spectrum use by sub-orbital vehicles *cont.*

### ICAO Position:

- To support ITU-R studies and the definition of relevant technical characteristics as called for by Resolution 772 (WRC-19) to ensure aviation needs are satisfied.
- To support, if identified as required by the studies called for in Resolution 772 (WRC-19), modifications to the Radio Regulations that help enable the integration of sub-orbital vehicles into the airspace structure.
- To support, if studies show the need for access to additional spectrum, the establishment of a WRC agenda item at a future competent conference.

## Potential facilitation of aeronautical VHF over satellite

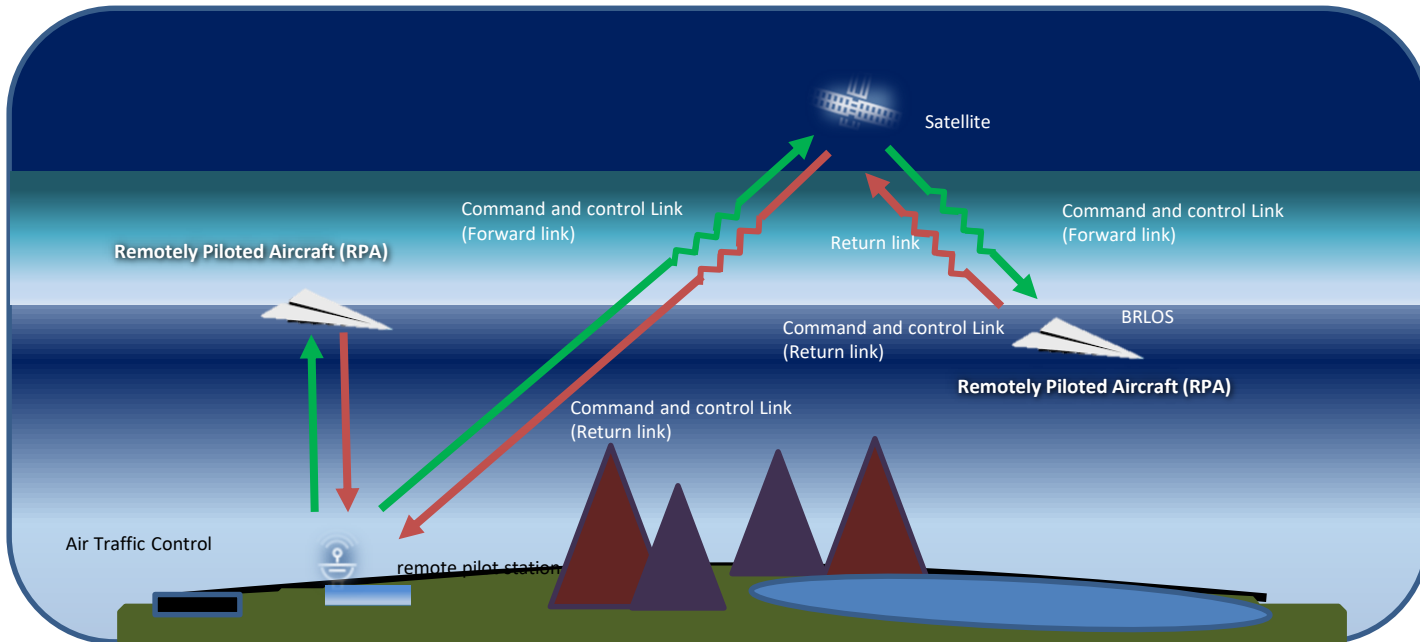


## Potential facilitation of aeronautical VHF over satellite *cont.*

### ICAO Position:

- To support ITU-R studies and the definition of relevant technical characteristics as called for by Resolution 428 (WRC-19).
- To support a global allocation to the aeronautical mobile-satellite (route) service for both the Earth-to-space and space-to-Earth directions in the frequency band 117.975-137 MHz and that the use of the allocation be limited to the relaying of aeronautical VHF air traffic management communications.
- To support that those systems shall operate in accordance with international Standards and Recommended Practices and procedures established in accordance with the Convention on International Civil Aviation.
- To ensure that any change to the regulatory provisions and spectrum allocation resulting from this agenda item do not adversely impact the operation of existing VHF systems in the band 117.975-137 MHz operating in the AM(R)S, including regional usage of terrestrial VHF, nor require any changes to aircraft equipment or to existing installations.

## Finalization of a satellite allocation enabling beyond-line-of-sight C2-link for RPAS





## Finalization of a satellite allocation enabling beyond-line-of-sight C2-link for RPAS *Cont.*

### ICAO Position:

- To support ITU-R studies, as called for by Resolutions 155 (Rev.WRC-19) and 171 (WRC-19).
- To support the modification of No. 5.484B and Resolution 155 (Rev.WRC-19).
- ICAO is expecting that the decision of WRC-23 will result in a Resolution that:
  - ✓ clearly provides primary status;
  - ✓ removes any apparent inconsistencies;
  - ✓ acknowledges that in accordance with the Annexes of the Convention of the International Civil Aviation Organization (ICAO), ensuring the safety-of-life aspects of the use of UAS CNPC is the role of the responsible States;
  - ✓ provides sufficient information to support and/or validate safety cases; and
  - ✓ ensures that safety cases do not need to be revisited as a result of future satellite co-ordination agreements.