

# ICAO WRC-27 Preparatory Workshop

Agenda item 9.1: Activities of the ITU-R Radiocommunication sectors since WRC-23

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## **Presentation Overview**

**Background** 

Potential Issues

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O4 Conclusion



## Background

WRC-23 "decided to suspend any further action on Resolution 155" (use of the fixed satellite service for Unmanned Aircraft System Command and Control Link).

A new item has been agreed by this conference to study, as a matter of urgency, necessary measures to facilitate C2 Link for non-segregated airspace operation operated in non-segregated airspace using satellite links by the aeronautical mobile satellite (route) service (AMS(R)S) in suitable frequency bands in order to decide on the appropriate course of action to be taken for WRC-31

#### 2012:

No 9.11A for AMS(S)R in the 5030 – 5091 MHz

#### 2015:

Res 155 on FSS supporting UAS C2 Link

#### 2019:

Slight revision of Res 155, waiting for SARPs applicability

#### 2023:

- Suspension of actions on Res 155
- Studies on AMS(R)S for satellite-based C2 Link

2027





# — Background: ICAO RPAS activities

2028 3rd SARPs deferment 2024 New target date: 2028 at the best 2nd SARPs deferment 2019 New target date: 2026 1st SARPs 2017 deferment New target date: 2024 **RPAS Panel** 2014 creation SARPs target date: 2022

	2020	2021	2022	2023	2024	2025	2026
Licensing			Applicable				
Airworthiness		Effective					Applicable
C2 Link (gen)		Effective					Applicable
Operations					Effective		Applicable
SM					Effective		Applicable
C2 Link (techn)						Effective ?	Applicable (2028 ?)
DAA				New delay	ı: at least	Effective ?	Applicable (2028 ?)
ATM				2 years		Effective ?	Applicable (2028 ?)
Aerodromes							Applicable (2028 ?)
Other	Meteo, Facilitation, Accident investigation, AIM, Environment, Security, Dangerous Goods, Infrastructure funding/financing, Legal issues						

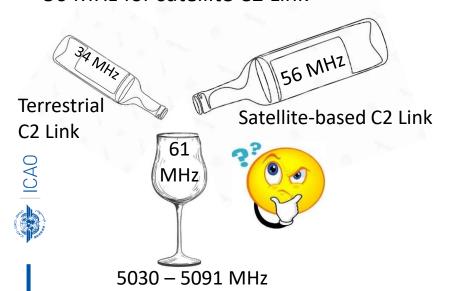


## Potential issues ... or opportunities

# Capacity of the 5030 – 5091 MHz to support terrestrial and satellite based C2 Link

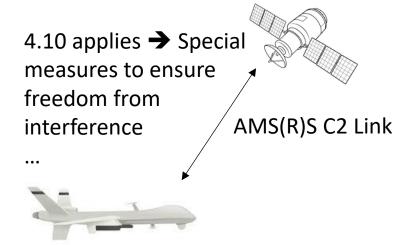
ITU-R Rep M.2171 concluded that the maximum amount of spectrum required for UAS are:

- 34 MHz for terrestrial C2 Link
- 56 MHz for satellite C2 Link



#### Safe operation of C2 Link

Application of No 4.10



## On-going work at ITU-R and regional telecommunications organizations

ITU-R responsible group for this topic is WP-5B, with support of WP-4C. No contribution has been submitted to ITU-R for the moment.

CEPT is considering to propose to include this topic in a new agenda item for WRC-31

- Proposition consists in extending the coordination under No 9.11A to the bands 5000 5030 MHz and 5030 – 5091 MHz of the currently existing AMS(R)S allocation
- Currently, only the band 5030 5091 MHz is under No 9.11A. No 9.21 applies in the bands 5000 5030 MHz and 5030 – 5091 MHz
- Compared to No 9.21, coordination with 9.11A facilitates the use of safety services with appropriate protection on a global basis





# ICAO Position 9.1

To support ITU-R studies, as a matter of urgency, on necessary measures to facilitate the operation of Earth stations on board unmanned aircraft used for control and non-payload communication operated in non-segregated airspace using satellite links by the aeronautical mobile satellite (route) service (AMS(R)S) in suitable frequency bands in order to decide on the appropriate course of action to be taken for WRC-31



### Conclusion

The question of spectrum for satellite-based C2 Link is open since 2007.

WRC-27 represents an opportunity for civil aviation to ask access to spectrum with suitable protection and to facilitate the long term accommodation of aviation satellite-based data communication need.

ICAO should assess the need for any WRC-27 action by actively contributing to ITU-R studies on this topic.



