



ICAO

# INTERNATIONAL CIVIL AVIATION ORGANIZATION

A UN SPECIALIZED AGENCY



# ICAO WRC-27 Preparatory Workshop

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

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Workshop on ITU World Radiocommunication Conference 2027  
(WRC-27 Workshop)  
(Bangkok, Thailand, 24-25 February 2025)

# Presentation Overview

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**01** Background

**02** Potential Issues

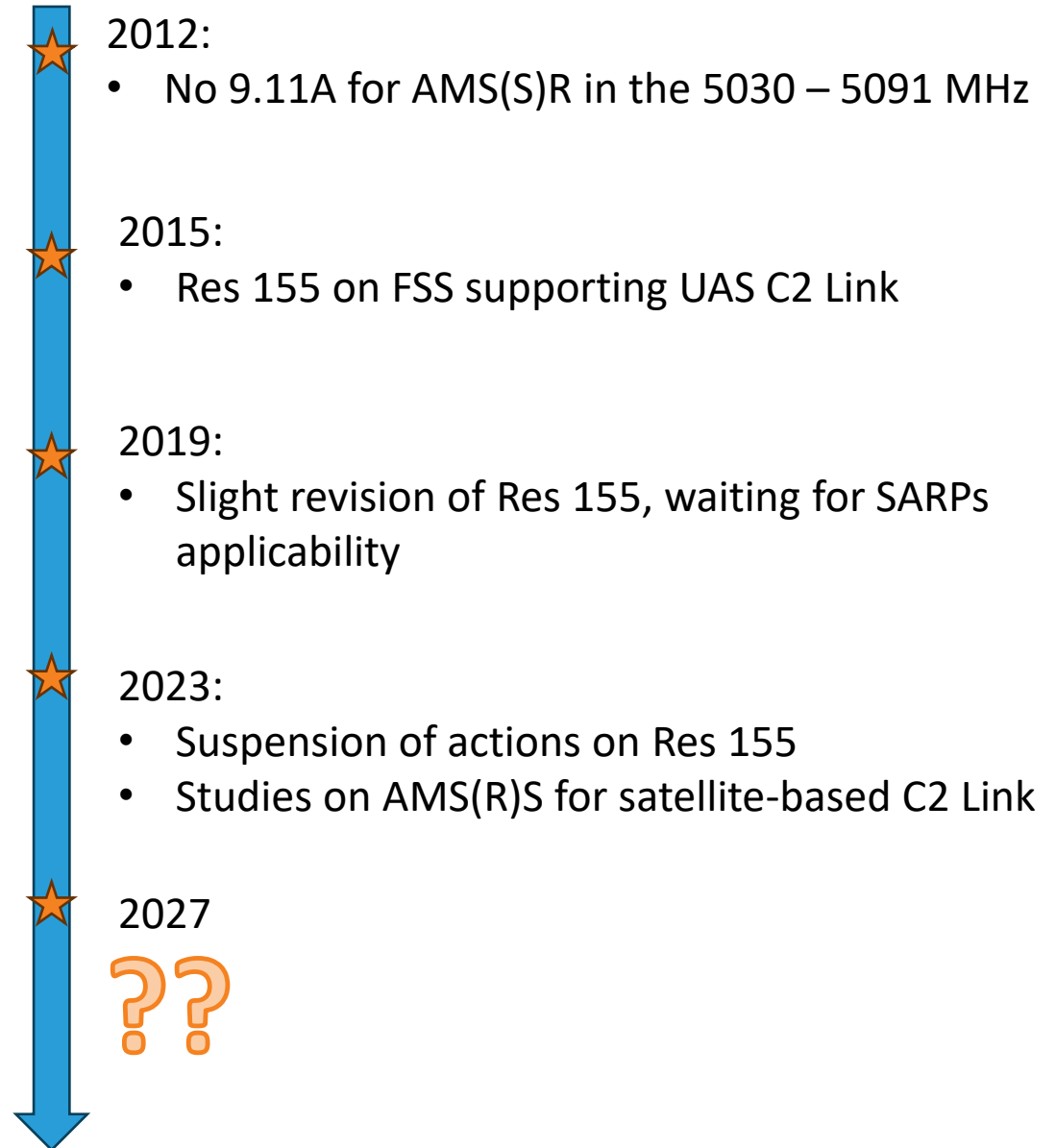
**03** ICAO Position

**04** Conclusion

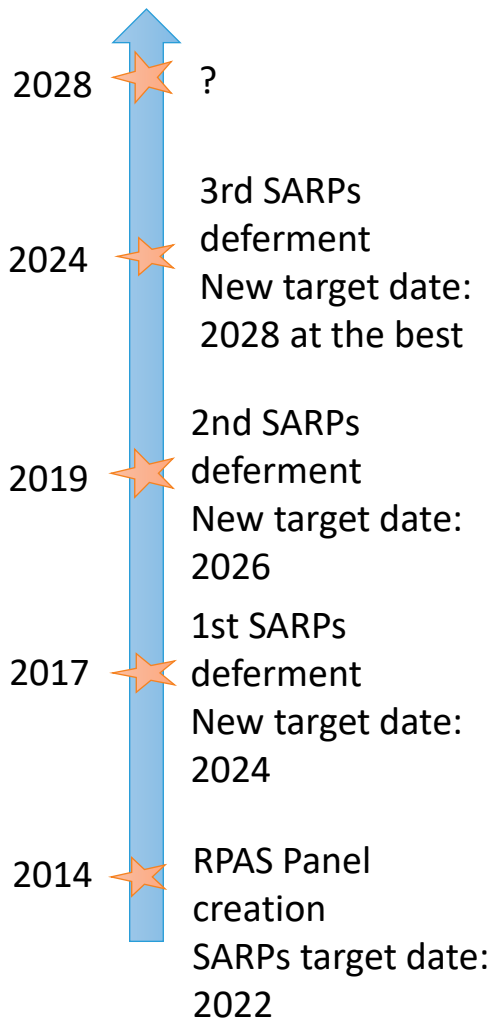
## Background

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



# Background: ICAO RPAS activities



	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						Effective ?	Applicable (2028 ?)
ATM						Effective ?	Applicable (2028 ?)
Aerodromes							Applicable (2028 ?)
Other	Meteo, Facilitation, Accident investigation, AIM, Environment, Security, Dangerous Goods, Infrastructure funding/financing, Legal issues						

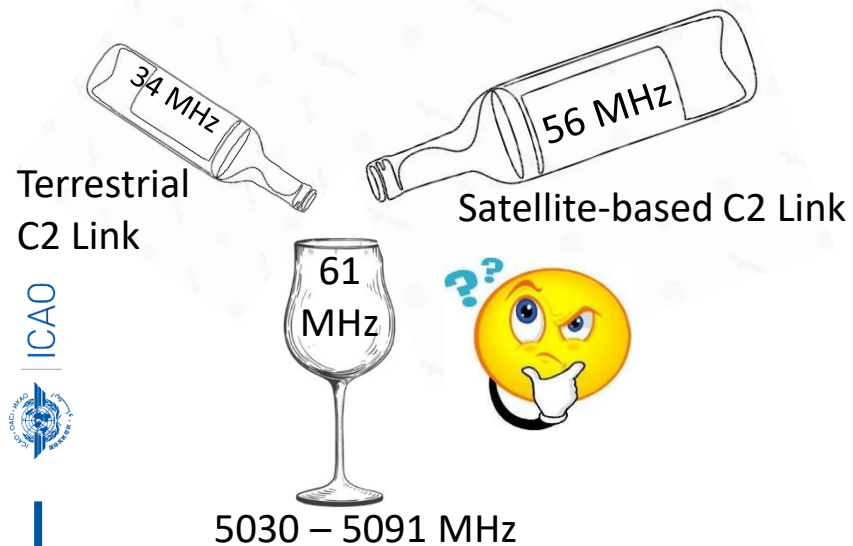
New delay: at least 2 years

## Potential issues ... or opportunities

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

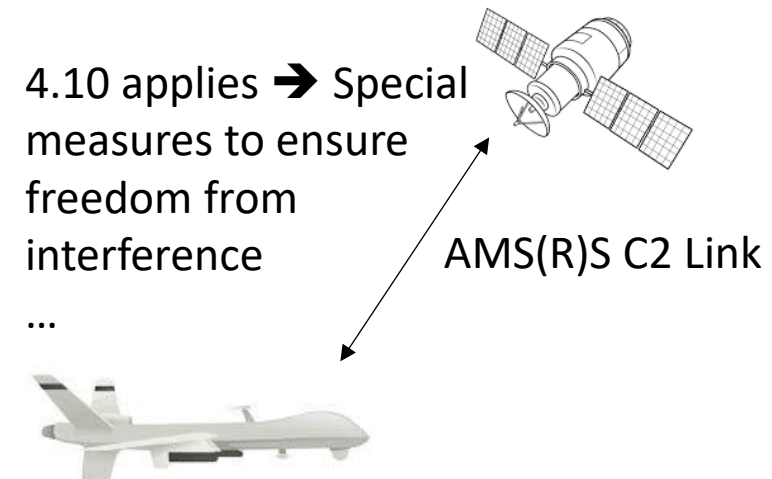
ITU-R Rep M.2171 concluded that the maximum amount of spectrum required for UAS are:

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



### Safe operation of C2 Link

- Application of No 4.10



## 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

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## 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.

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# Thank You

