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| **World Radiocommunication Conference (WRC-15) Geneva, 2–27 November 2015** |  |
| **INTERNATIONAL TELECOMMUNICATION UNION** |  |
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| PLENARY MEETING | **Addendum 5 to Document 66-E** |
|  | **15 October 2015** |
|  | **Original: Spanish** |
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| Cuba | |
| Proposals for the work of the conference | |
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| Agenda item 1.5 | |

1.5 to consider the use of frequency bands allocated to the fixed-satellite service not subject to Appendices **30**, **30A** and **30B** for the control and non-payload communications of unmanned aircraft systems (UAS) in non-segregated airspaces, in accordance with Resolution **153 (WRC‑12)**;

Introduction

Unmanned aircraft (UA) command and non-payload communication (CNPC) requires the implementation of conditions which guarantee the safety characteristics that are inherent to the aeronautical mobile (R) service, as provided for in RR No. 43.1.

ICAO has established conditions for the use of unmanned aircraft systems (UAS) in FSS links in the interests of safety requirements including the application of RR No. 4.10.

The FSS is a high-demand service that has given rise to considerable congestion of the orbit/spectrum resource and which is subject to regulatory conditions that are based on complex coordination procedures representing a considerable burden for administrations.

The use of this service is directly associated with No. 196 of the ITU Constitution, which calls for rational use of the orbit/spectrum resource to enable equitable access thereto, taking into account the special needs of the developing countries. This also involves the application of Resolutions 2 (Rev.WRC-03) and 80 (Rev.WRC-07), and no study has been carried out into how the implementation of UAS in the FSS and the consideration of No. 4.10 could influence application of the *resolves* parts of those two resolutions.

From a regulatory standpoint, if No. 4.10 is associated with FSS networks, a situation could be created in which FSS networks having safety service attributes coexist with others that do not; this would give rise to different categories of network, thereby establishing a difference that could complicate the practical application of the principle of equitable access to the orbit/spectrum resource. Furthermore, having to consider the application of No. 4.10 will create difficulties within the actual process of satellite network coordination.

The studies carried out need to be pursued in greater depth as regards many aspects relating to the characteristics of earth stations on board aircraft and their consideration with respect to coordination under operational conditions that differ greatly from those of earth stations of the FSS itself. Likewise, more comprehensive studies are required with respect to the other services which share frequency bands with the FSS. Many administrations may not be in a position to ensure protection to earth stations on board aircraft vis-à-vis emissions from their terrestrial services operating in accordance with the RR, rendering them unable to commit themselves to the application of No. 4.10 in that regard.

Finally, introduction of the concept of earth stations on board aircraft in the FSS raises a contradiction with respect to the definitions set out in the Radio Regulations, which constitute the basis for the entire international regulatory process for the use of radiocommunication services.

In the light of the foregoing, the Administration of Cuba proposes that no modifications be made to the Radio Regulations under agenda item 1.5.

Proposals

ARTICLE 5

Frequency allocations

NOC CUB/66A5/1

Section IV – Table of Frequency Allocations  
(See No. 2.1)

**Reasons:** The use, under current conditions, of frequency bands allocated to the fixed-satellite service not subject to Appendices 30, 30A and 30B for the control and non-payload communications of unmanned aircraft systems (UAS) does not ensure continuity of the regulatory processes, in addition to which it could entail new limitations in the process of reviewing and improving those provisions with a view to ongoing enhancement of the assuredness of equitable access to the orbit/spectrum resource. Furthermore, a significant number of technical aspects still need to be clarified.

SUP CUB/66A5/2

RESOLUTION 153 (WRC‑12)

The use of frequency bands allocated to the fixed-satellite service not subject to Appendices 30, 30A and 30B for the control and non-payload communications   
of unmanned aircraft systems in non-segregated airspaces

**Reasons:** No longer necessary.

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