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| A close up of a sign  Description automatically generated | **World Radiocommunication Conference (WRC-23) Dubai, 20 November - 15 December 2023** | |  |
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| PLENARY MEETING | | **Addendum 8 to Document 59-E** | |
|  | | **23 October 2023** | |
|  | | **Original: Spanish** | |
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| Cuba | | | |
| PROposals for the work of the conference | | | |
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| Agenda item 1.8 | | | |

1.8 to consider, on the basis of ITU‑R studies in accordance with Resolution **171 (WRC‑19)**, appropriate regulatory actions, with a view to reviewing and, if necessary, revising Resolution **155** **(Rev.WRC‑19)** and No. **5.484B** to accommodate the use of fixed-satellite service networks by control and non-payload communications of unmanned aircraft systems;

Introduction

A fundamental element for the use of radiocommunications by aircraft stations in line flights is treated thus in the provisions of No. **4.10** of the Radio Regulations:

“**4.10** Member States recognize that the safety aspects of radionavigation and other safety services require special measures to ensure their freedom from harmful interference; it is necessary therefore to take this factor into account in the assignment and use of frequencies.”

In examining this agenda item and reviewing Resolution **155 (Rev.WRC-19)** and Resolution **171 (WRC-19)**, it becomes clear that satisfactory solutions have not yet been found for all of the identified issues it involves, particularly in regard to the need to ensure flight safety for unmanned aircraft (UA) employing frequency assignments used for commercial links in the fixed-satellite service that are exempt from No. **4.10** and therefore do not comply with a fundamental regulatory provision regarding the conditions to be met when providing safety services.

It should be noted that the operation of networks in the fixed-satellite service is currently characterized by a high degree of congestion in orbit/spectrum resources, with regulatory requirements based on complex coordination procedures that constitute a significant burden for administrations; these can go as far as the invocation of the provisions of No. **11.41**, allowing satellite networks to be notified and an entry to be made for them in cases where the Bureau has been informed that coordination attempts for the networks were unsuccessful, and if a complaint of harmful interference is subsequently registered, a procedure may be launched to conduct a joint analysis under No. **11.42A**.

In these circumstances the Administration of Cuba considers that it is not feasible to proceed with the use of the fixed-satellite service for the purpose of establishing links that require a high level of safety and yet are vulnerable to unexpected interference that can seriously impair UA functioning, even though the networks concerned have been successfully coordinated.

Proposals

ARTICLE 5

Frequency allocations

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

SUP CUB/59A8/1

5.484B

SUP CUB/59A8/2

RESOLUTION 155 (REV.WRC‑19)

Regulatory provisions related to earth stations on board unmanned aircraft which operate with geostationary-satellite networks in the fixed-satellite   
service in certain frequency bands not subject to a Plan of Appendices 30,   
30A and 30B for the control and non-payload communications of   
unmanned aircraft systems in non-segregated airspaces[[1]](#footnote-1)\*

SUP CUB/59A8/3

RESOLUTION 171 (WRC‑19)

Review and possible revision of Resolution 155 (Rev.WRC‑19) and  
No. 5.484B in the frequency bands to which they apply

**Reasons:** The studies performed do not allow for the safety conditions necessary for the control and non-payload communications of unmanned aircraft in non-segregated airspace using networks in the fixed-satellite service to be ensured.

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1. \* May also be used consistently with international standards and practices approved by the responsible civil aviation authority. [↑](#footnote-ref-1)