



International
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Международная
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авиации

منظمة الطيران
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航空组织

Tel.: +1 514-954-8219 ext. 6190

Ref.: AN 7/66.2.2-21/17

31 March 2021

Subject: Adoption of Amendment 90 to Annex 10,
Volume V

Action required: a) Notify any disapproval before
12 July 2021; b) Notify any differences and compliance
before 26 October 2026; c) Consider the use of the
Electronic Filing of Differences (EFOD) System for
notification of differences and compliance

Sir/Madam,

1. I have the honour to inform you that Amendment 90 to the *International Standards and Recommended Practices, Annex 10 — Aeronautical Telecommunications, Volume V — Aeronautical Radio Frequency Spectrum Utilization* was adopted by the Council at the fifth meeting of its 222nd Session on 1 March 2021. Copies of the Amendment and the Resolution of Adoption are available as attachments to the electronic version of this State letter on the ICAO-NET (<http://portal.icao.int>) where you can access all other relevant documentation.

2. When adopting the amendment, the Council prescribed 12 July 2021 as the date on which it will become effective, except for any part concerning which a majority of Contracting States have registered their disapproval before that date. In addition, the Council resolved that Amendment 90, to the extent it becomes effective, will become applicable on 26 November 2026.

3. Amendment 90 arises from recommendations developed by the thirteenth meeting of the Remotely Piloted Aircraft Systems Panel (RPASP/13). The proposal concerns the specifics of the frequency bands which can be used for the C2 Link.

4. The subject is given in the amendment to the Foreword of Annex 10, a copy of which is in Attachment A.

5. In conformity with the Resolution of Adoption, may I request:
- a) that before 12 July 2021 you inform me if there is any part of the adopted Standards and Recommended Practices (SARPs) amendments in Amendment 90 concerning which your Government wishes to register disapproval, using the form in Attachment B for this purpose. Please note that only statements of disapproval need be registered and if you do not reply it will be assumed that you do not disapprove of the amendment;
 - b) that before 26 October 2026 you inform me of the following, using the Electronic Filing of Differences (EFOD) System or the form in Attachment C for this purpose:
 - 1) any differences that will exist on 26 November 2026 between the national regulations or practices of your Government and the provisions of the whole of Annex 10, Volume V, as amended by all amendments up to and including Amendment 90, and thereafter of any further differences that may arise; and
 - 2) the date or dates by which your Government will have complied with the provisions of the whole of Annex 10, Volume V as amended by all amendments up to and including Amendment 90.

6. With reference to the request in paragraph 5 a) above, it should be noted that a registration of disapproval of Amendment 90 or any part of it in accordance with Article 90 of the Convention does not constitute a notification of differences under Article 38 of the Convention. To comply with the latter provision, a separate statement is necessary if any differences do exist, as requested in paragraph 5 b) 1). It is recalled in this respect that international Standards in Annexes have a conditional binding force, to the extent that the State or States concerned have not notified any difference thereto under Article 38 of the Convention.

7. With reference to the request in paragraph 5 b) above, it should be also noted that the ICAO Assembly, at its 39th Session (27 September to 6 October 2016), resolved that Member States should be encouraged to use the EFOD System when notifying differences (Resolution A39-22 refers). The EFOD System is currently available on the Universal Safety Oversight Audit Programme (USOAP) restricted website (<http://www.icao.int/usoap>) which is accessible by all Member States. You are invited to consider using this for notification of compliance and differences.

8. Guidance on the determination and reporting of differences is given in the Note on the Notification of Differences in Attachment D. Please note that a detailed repetition of previously notified differences, if they continue to apply, may be avoided by stating the current validity of such differences.

9. I would appreciate it if you would also send a copy of your notifications, referred to in paragraph 5 b) above, to the ICAO Regional Office accredited to your Government.

10. At the fifth meeting of its 204th Session, the Council requested that States, when being advised of the adoption of an Annex amendment, be provided with information on implementation and available guidance material, as well as an impact assessment. This is presented for your information in Attachments E and F, respectively.

11. As soon as practicable after the amendment becomes effective, on 12 July 2021, replacement pages incorporating Amendment 90 will be forwarded to you.

Accept, Sir/Madam, the assurances of my highest consideration.

Fang Liu
Secretary General

Enclosures:

- A — Amendment to the Foreword of Annex 10, Volume V
- B — Form on notification of disapproval of all or part of Amendment 90 to Annex 10, Volume V
- C — Form on notification of compliance with or differences from Annex 10, Volume V
- D — Note on the Notification of Differences
- E — Implementation task list and outline of guidance material in relation to Amendment 90 to Annex 10, Volume V
- F — Impact assessment in relation to Amendment 90 to Annex 10, Volume V

ATTACHMENT A to State letter AN 7/66.2.2-21/17

AMENDMENT TO THE FOREWORD OF ANNEX 10, VOLUME V

Add the following elements at the end of Table A:

<i>Amendment</i>	<i>Source(s)</i>	<i>Subject</i>	<i>Adopted/Approved Effective Applicable</i>
90	Thirteenth meeting of the Remotely Piloted Aircraft Systems Panel (RPASP/13)	Frequency bands allocated to the C2 Link supporting remotely piloted aircraft systems (RPAS) operations	1 March 2021 12 July 2021 26 November 2026

**NOTIFICATION OF DISAPPROVAL OF ALL OR PART OF
AMENDMENT 90 TO ANNEX 10, VOLUME V**

To: The Secretary General
International Civil Aviation Organization
999 Robert-Bourassa Boulevard
Montréal, Quebec
Canada H3C 5H7

(State) _____ hereby wishes to disapprove the following parts of
Amendment 90 to Annex 10, Volume V:

Signature _____

Date _____

NOTES

- 1) If you wish to disapprove all or part of Amendment 90 to Annex 10, Volume V please dispatch this notification of disapproval to reach ICAO Headquarters by 12 July 2021. If it has not been received by that date it will be assumed that you do not disapprove of the amendment. **If you approve of all parts of Amendment 90, it is not necessary to return this notification of disapproval.**
- 2) This notification should not be considered a notification of compliance with or differences from Annex 10, Volume V. Separate notifications on this are necessary. (See Attachment C.)
- 3) Please use extra sheets as required.

**NOTIFICATION OF COMPLIANCE WITH OR DIFFERENCES
FROM ANNEX 10, VOLUME V
(Including all amendments up to and including Amendment 90)**

To: The Secretary General
International Civil Aviation Organization
999 Robert-Bourassa Boulevard
Montréal, Quebec
Canada H3C 5H7

1. No differences will exist on _____ between the national regulations and/or practices of **(State)** _____ and the provisions of Annex 10, Volume V, including all amendments up to and including Amendment 90.

2. The following differences will exist on _____ between the regulations and/or practices of **(State)** _____ and the provisions of Annex 10, Volume V, including Amendment 90 (Please see Note 2) below.)

a) Annex Provision (Please give exact paragraph reference)	b) Details of Difference (Please describe the difference clearly and concisely)	c) Remarks (Please indicate reasons for the difference)
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(Please use extra sheets as required)

3. By the dates indicated below, **(State)** _____ will have complied with the provisions of Annex 10, Volume V, including all amendments up to and including Amendment 90 for which differences have been notified in 2 above.

a) Annex Provision (Please give exact paragraph reference)	b) Date	c) Comments
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(Please use extra sheets as required)

Signature _____ Date _____

NOTES

- 1) If paragraph 1 above is applicable to your State, please complete paragraph 1 and return this form to ICAO Headquarters. If paragraph 2 is applicable to you, please complete paragraphs 2 and 3 and return the form to ICAO Headquarters.
- 2) A detailed repetition of previously notified differences, if they continue to apply, may be avoided by stating the current validity of such differences.
- 3) Guidance on the notification of differences is provided in the Note on the Notification of Differences and in the *Manual on Notification and Publication of Differences* (Doc 10055).
- 4) Please send a copy of this notification to the ICAO Regional Office accredited to your Government.

NOTE ON THE NOTIFICATION OF DIFFERENCES
(Prepared and issued in accordance with instructions of the Council)

1. *Introduction*

1.1 Article 38 of the *Convention on International Civil Aviation* (“Convention”) requires that a Contracting State notify ICAO any time it does not comply with a Standard in all respects, it does not bring its regulations or practices into full accord with any Standard, or it adopts regulations or practices differing in any particular respect from the Standard.

1.2 The Assembly and the Council, when reviewing the notification of differences by Contracting States in compliance with Article 38 of the Convention, have repeatedly noted that the timeliness and currency of such notifications is not entirely satisfactory. Therefore, this note is issued to reiterate the primary purpose of Article 38 of the Convention and to facilitate the determination and notification of differences.

1.3 The primary purpose of the notification of differences is to promote safety, regularity and efficiency in air navigation by ensuring that governmental and other agencies, including operators and service providers, concerned with international civil aviation are made aware of all national regulations and practices in so far as they differ from those prescribed in the Standards contained in Annexes to the Convention.

1.4 Contracting States are, therefore, requested to give particular attention to the notification of differences with respect to Standards in all Annexes, as described in paragraph 4 b) 1) of the Resolution of Adoption.

1.5 Although differences from Recommended Practices are not notifiable under Article 38 of the Convention, the Assembly has urged Contracting States to extend the above considerations to Recommended Practices contained in Annexes to the Convention, as well.

2. *Notification of differences from Standards and Recommended Practices (SARPs)*

2.1 Guidance to Contracting States in the notification of differences to Standards and Recommended Practices (SARPs) can only be given in very general terms. Contracting States are further reminded that compliance with SARPs generally extends beyond the issuance of national regulations and requires establishment of practical arrangements for implementation, such as the provision of facilities, personnel and equipment and effective enforcement mechanisms. Contracting States should take those elements into account when determining their compliance and differences. The following categories of differences are provided as a guide in determining whether a notifiable difference exists:

- a) *A Contracting State’s requirement is more exacting or exceeds a SARP (Category A)*. This category applies when the national regulation and practices are more demanding than the corresponding SARP, or impose an obligation within the scope of the Annex which is not covered by the SARP. This is of particular importance where a Contracting State requires a higher standard which affects the operation of aircraft of other Contracting States in and above its territory;

- b) *A Contracting State's requirement is different in character or the Contracting State has established other means of compliance (Category B)**. This category applies, in particular, when the national regulation and practices are different in character from the corresponding SARP, or when the national regulation and practices differ in principle, type or system from the corresponding SARP, without necessarily imposing an additional obligation; and
- c) *A Contracting State's requirement is less protective, partially implemented or not implemented (Category C)*. This category applies when the national regulation and practices are less protective than the corresponding SARP; when no national regulation has been promulgated to address the corresponding SARP, in whole or in part; or when the Contracting State has not brought its practices into full accord with the corresponding SARP.

These categories do not apply to Not Applicable SARP. Please see the paragraph below.

2.2 **Not Applicable SARP.** When a Contracting State deems a SARP concerning aircraft, operations, equipment, personnel, or air navigation facilities or services to be not applicable to the existing aviation activities of the State, notification of a difference is not required. For example, a Contracting State that is not a State of Design or Manufacture and that does not have any national regulations on the subject, would not be required to notify differences from Annex 8 provisions related to the design and construction of an aircraft.

2.3 **Differences from appendices, tables and figures.** The material comprising a SARP includes not only the SARP itself, but also the appendices, tables and figures associated with the SARP. Therefore, differences from appendices, tables and figures are notifiable under Article 38. In order to file a difference against an appendix, table or figure, States should file a difference against the SARP that makes reference to the appendix, table or figure.

2.4 **Differences from definitions.** Contracting States should notify differences from definitions. The definition of a term used in a SARP does not have independent status but is an essential part of each SARP in which the term is used. Therefore, a difference from the definition of the term may result in there being a difference from any SARP in which the term is used. To this end, Contracting States should take into consideration differences from definitions when determining compliance or differences to SARPs in which the terms are used.

2.5 The notification of differences should be not only to the latest amendment but to the whole Annex, including the amendment. In other words, Contracting States that have already notified differences are requested to provide regular updates of the differences previously notified until the difference no longer exists.

2.6 Further guidance on the identification and notification of differences, examples of well-defined differences and examples of model processes and procedures for management of the notification of differences can be found in the *Manual on Notification and Publication of Differences* (Doc 10055).

* The expression "different in character or other means of compliance" in b) would be applied to a national regulation and practice which achieve, by other means, the same objective as that of the corresponding SARPs or for other substantive reasons so cannot be classified under a) or c).

3. *Form of notification of differences*

3.1 Differences can be notified:

- a) by sending to ICAO Headquarters a form on notification of compliance or differences;
or
- b) through the Electronic Filing of Differences (EFOD) System at www.icao.int/usoap.

3.2 When notifying differences, the following information should be provided:

- a) the number of the paragraph or subparagraph which contains the SARP to which the difference relates*;
- b) the reasons why the State does not comply with the SARP, or considers it necessary to adopt different regulations or practices;
- c) a clear and concise description of the difference; and
- d) intentions for future compliance and any date by which your Government plans to confirm compliance with and remove its difference from the SARP for which the difference has been notified.

3.3 The differences notified will be made available to other Contracting States, normally in the terms used by the Contracting State when making the notification. In the interest of making the information as useful as possible, Contracting States are requested to ensure that:

- a) statements be as clear and concise as possible and be confined to essential points;
- b) the provision of extracts from national regulations not be considered as sufficient to satisfy the obligation to notify differences; and
- c) general comments, unclear acronyms and references be avoided.

* This applies only when the notification is made under 3.1 a).

**IMPLEMENTATION TASK LIST AND OUTLINE OF GUIDANCE MATERIAL
IN RELATION TO AMENDMENT 90 TO ANNEX 10, VOLUME V**

1. IMPLEMENTATION TASK LIST

1.1 Essential steps to be followed by a State in order to implement the amendment to Annex 10, Volume V:

- a) identification of the rule-making process necessary to transpose the new and modified ICAO provisions into national regulations taking into consideration the applicability date;
- b) establishment of a national implementation plan that takes into consideration the new and modified provisions;
- c) drafting of the amendment(s) to the national requirements and means of compliance;
- d) filing of State differences with ICAO, and publication of significant differences in the Aeronautical Information Publication (AIP), if necessary;
- e) training of oversight personnel to fully understand the changes introduced in relation to RPAS operations;
- f) training of operational staff in the provision and use of new information;
- g) introduction by States of new or amended regulations to implement this amendment; and
- h) operational acceptance of policy and procedures of operator(s) to comply with applicable requirements.

2. STANDARDIZATION PROCESS

2.1 Effective date: 12 July 2021

2.2 Applicability date: 26 November 2026.

2.3 Embedded date(s): N/A.

3. SUPPORTING DOCUMENTATION

3.1 ICAO documentation:

Title/Doc no.	Type (PANS/TI/Manual/Circ.)	Planned publication date
<i>Manual on Remotely Piloted Aircraft Systems (RPAS)</i> (Doc 10019), First Edition	Manual: – Volume I: Will supersede the First Edition, with updates included	2022
	– Volume II: To be developed	2024
<i>Manual on the C2 Link for RPAS</i> , First Edition	Manual (new)	2022

3.2 External documentation:

Title	External Organization	Publication date
Nil		

4. IMPLEMENTATION ASSISTANCE TASKS

Type	Global	Regional
Increased awareness	RPAS Symposia	Workshops/webinars

5. UNIVERSAL SAFETY OVERSIGHT AUDIT PROGRAMME (USOAP)

5.1 New protocol questions (PQs) may be required. This will be assessed during future amendments of the protocol questions. However, as the SARPs are planned for applicability in November 2026, the development of related protocol questions will be addressed in due course.

**IMPACT ASSESSMENT IN RELATION TO
AMENDMENT 90 TO ANNEX 10, VOLUME V**

1. INTRODUCTION

1.1 Amendment 90 to Annex 10, Volume V, is intended to introduce a regulatory structure for the management of frequency spectrum used for C2 Links and update references and definitions as a result of the adoption of Volume VI to Annex 10.

2. IMPACT ASSESSMENT

2.1 *Safety impact:* RPAS are new entrants that need to be integrated safely into the aviation system. C2 Link communications, which are an essential component of RPAS, require international standardization to support global safety. Volume V to Annex 10 contains provisions for the management of frequency spectrum used for C2 Links.

2.2 *Financial impact:* The adoption of Amendment 90 to Annex 10, Volume V will generate costs associated with the development of relevant regulations and policies incorporating these new requirements. However, States would save significant resources in the development of said regulations and guidance. For the industry, research and development costs can be expected, but the industry would ultimately benefit from harmonized rules on C2 Link amongst States.

2.3 *Security impact:* No security impact with the implementation of this proposal.

2.4 *Environmental impact:* No environmental impact with the implementation of this proposal.

2.5 *Efficiency impact:* It supports the efficient use of aeronautical spectrum in aviation.

2.6 *Expected implementation time:* While implementation time for the C2 Link SARPs is expected to be minimal, it should be noted that these requirements are enablers for the RPAS-related provisions in Annex 6 — *Operation of Aircraft* and Annex 8 — *Airworthiness*. Since the related SARPs will become applicable on 26 November 2026, significant time is also allowed for implementation of the C2 Link provisions. Additionally, the second package of C2 Link SARPs which is currently being developed by RPASP will address details for interoperability, spectrum utilization and compatibility with existing CNS systems, including sharing of the proposed frequency bands. In that context, it is expected that the applicability date of 26 November 2026 will allow sufficient time for said studies to be completed.

AMENDMENT 90
TO THE
INTERNATIONAL STANDARDS
AND RECOMMENDED PRACTICES
AND PROCEDURES FOR AIR NAVIGATION SERVICES

AERONAUTICAL
TELECOMMUNICATIONS

ANNEX 10
TO THE CONVENTION ON INTERNATIONAL CIVIL AVIATION

VOLUME V
(AERONAUTICAL RADIO FREQUENCY SPECTRUM UTILIZATION)

The amendment to Annex 10, Volume V, contained in this document was adopted by the Council of ICAO on **1 March 2021**. Such parts of this amendment as have not been disapproved by more than half of the total number of Contracting States on or before **12 July 2021** will become effective on that date and will become applicable on **26 November 2026** as specified in the Resolution of Adoption. (State letter AN 7/66.2.2-21/17 refers.)

MARCH 2021

INTERNATIONAL CIVIL AVIATION ORGANIZATION

**AMENDMENT 90 TO THE INTERNATIONAL STANDARDS
AND RECOMMENDED PRACTICES**

**ANNEX 10 — AERONAUTICAL TELECOMMUNICATIONS,
VOLUME V — AERONAUTICAL RADIO FREQUENCY SPECTRUM
UTILIZATION**

RESOLUTION OF ADOPTION

The Council

Acting in accordance with the Convention on International Civil Aviation, and particularly with the provisions of Articles 37, 54 and 90 thereof,

1. *Hereby adopts* on 1 March 2021 Amendment 90 to the International Standards and Recommended Practices contained in the document entitled *International Standards and Recommended Practices, Aeronautical Telecommunications, Volume V — Aeronautical Radio Frequency Spectrum Utilization* which for convenience is designated Annex 10, Volume V, to the Convention;
2. *Prescribes* 12 July 2021 as the date upon which the said amendment shall become effective, except for any part thereof in respect of which a majority of the Contracting States have registered their disapproval with the council before that date;
3. *Resolves* that the said amendment or such parts thereof as have become effective shall become applicable on 26 November 2026;
4. *Requests the Secretary General:*
 - a) to notify each Contracting State immediately of the above action and immediately after 12 July 2021 of those parts of the amendment which have become effective;
 - b) to request each Contracting State:
 - 1) to notify the Organization (in accordance with the obligation imposed by Article 38 of the Convention) of the differences that will exist on 26 November 2026 between its national regulations or practices and the provisions of the Standards in the Annex as hereby amended, such notification to be made before 26 October 2026, and thereafter to notify the Organization of any further differences that arise;
 - 2) to notify the Organization before 26 October 2026 of the date or dates by which it will have complied with the provisions of the Standards in the Annex as hereby amended;
 - c) to invite each Contracting State to notify additionally any differences between its own practices and those established by the Recommended Practices, when the notification of such differences is important for the safety of air navigation, following the procedure specified in subparagraph b) above with respect to differences from Standards.

**NOTES ON THE PRESENTATION OF THE AMENDMENT
TO ANNEX 10, VOLUME V**

The text of the amendment is arranged to show deleted text with a line through it and new text highlighted with grey shading, as shown below:

~~Text to be deleted is shown with a line through it.~~

text to be deleted

New text to be inserted is highlighted with grey shading.

new text to be inserted

~~Text to be deleted is shown with a line through it~~
followed by the replacement text which is highlighted
with grey shading.

new text to replace existing text

TEXT OF AMENDMENT 90 TO

INTERNATIONAL STANDARDS
AND RECOMMENDED PRACTICES

AERONAUTICAL TELECOMMUNICATIONS
ANNEX 10

VOLUME V
AERONAUTICAL RADIO FREQUENCY SPECTRUM UTILIZATION
TO THE CONVENTION ON INTERNATIONAL CIVIL AVIATION

Editorial Note.— As a consequence to the new RPAS provisions, *amend* Chapter 1 definitions accordingly.

CHAPTER 1. DEFINITIONS

...

C2 Link. The data link between the remotely piloted aircraft and the remote pilot station for the purposes of managing the flight.

...

Remote pilot station (RPS). The component of the remotely piloted aircraft system containing the equipment used to pilot the remotely piloted aircraft.

Remotely piloted aircraft (RPA). An unmanned aircraft which is piloted from a remote pilot station.

Remotely piloted aircraft system (RPAS). A remotely piloted aircraft, its associated remote pilot station(s), the required C2 Link(s) and any other component as specified in the type design.

...

CHAPTER 4. UTILIZATION OF FREQUENCIES ABOVE 30 MHz

...

4.1.1 General allotment of frequency band 117.975 – 137.000 MHz

*Note.*¹— *The plan includes...*

Note 2.— *As of 26 November 2026, subject to the conditions stated in 5.2.1, the frequency 136.925 MHz may be used for the provision of remotely piloted aircraft systems (RPAS) C2 Link communication services described in Annex 10, Volume V, Chapter 5.*

...

¹ As of 26 November 2026, this Note becomes Note 1.

4.2 Utilization in the frequency band 108 – 117.975 MHz

4.2.1 The block allotment of the frequency band 108 – 117.975 MHz shall be as follows:

...

— Band 111.975 – 117.975 MHz:

...

Note 3.— As of 26 November 2026, subject to the conditions stated in 5.2.1, the frequency 113.250 MHz may be used for the provision of RPAS C2 Link communication services described in Annex 10, Volume V, Chapter 5.

...

4.3 Utilization in the frequency band 960 – 1 215 MHz for DME

Note.²— Guidance on the frequency...

Note 2.— As of 26 November 2026, subject to the conditions stated in 5.2.1, the frequency band 960 – 1 164 MHz may be shared with RPAS C2 Link communication services described in Annex 10, Volume V, Chapter 5.

...

4.4 Utilization in the frequency band 5 030.4 – 5 150.0 MHz

...

Note 3.— As of 26 November 2026, subject to the conditions stated in 5.2.1, this frequency band is shared with RPAS C2 Link terrestrial communication services in the portion 5 030.4 – 5 091 MHz, as described in Annex 10, Volume V, Chapter 5.

...

Editorial Note.— Insert the following new Chapter 5 in Annex 10, Volume V.

CHAPTER 5. UTILIZATION OF FREQUENCIES FOR RPAS C2 LINK COMMUNICATION SERVICES

Applicable as of 26 November 2026

5.1 Satellite-based C2 Link systems

5.1.1 Satellite-based RPAS C2 Link systems shall operate in the following frequency bands:

- a) *frequency bands with an appropriate allocation to aeronautical safety services under the aeronautical mobile satellite (route) service (AMS(R)S). Frequency bands that meet these criteria and can be used for RPAS C2 Links, subject to the conditions associated with the allocations, are: 1 610 – 1 626.5 MHz and 5 000 – 5 150 MHz;*

² As of 26 November 2026, this Note becomes Note 1.

Note.— The SARPs contained in Annex 10, Volume III, Part I, Chapter 4 and Part II, Chapter 2 address requirements for ATC communications.

- b) *frequency bands with an allocation to aeronautical safety services under the mobile-satellite service (MSS) where AMS(R)S operations have priority access.* Frequency bands that meet these criteria and can be used for RPAS C2 Links are: 1 545 – 1 555 MHz and 1 646.5 – 1 656.5MHz;

Note.— The SARPs contained in Annex 10, Volume III, Part I, Chapter 4 and Part II, Chapter 2 address requirements for ATC communications.

- c) *frequency bands with an allocation to the fixed satellite service (FSS) where the conditions in ITU Resolution 155 (WRC-15) are met.* Frequency bands in which this resolution applies are:

- 10.95 – 11.2 GHz (space-to-Earth);
- 11.45 – 11.7 GHz (space-to-Earth);
- 11.7 – 12.2 GHz (space-to-Earth) in Region 2;
- 12.2 – 12.5 GHz (space-to-Earth) in Region 3;
- 12.5 – 12.75 GHz (space-to-Earth) in Regions 1 and 3;
- 19.7 – 20.2 GHz (space-to-Earth);
- 14.0 – 14.47 GHz (Earth-to-space); and
- 29.5 – 30.0 GHz (Earth-to-space) with an ITU satellite earth station class of “UG”.

Note 1.— UG is an earth station on board an unmanned aircraft communicating with a space station of a geostationary-satellite network in the fixed-satellite service for the control and non-payload communications of unmanned aircraft systems in non-segregated airspaces in the frequency bands listed under resolves 1 of ITU Resolution 155 (WRC-15).

Note 2.— Particular note needs to be taken of the timing and order of functions as delineated in ITU Resolution 155 (WRC-15), and in particular the references to necessary actions.

5.1.2 Remotely piloted aircraft (RPA) and remote pilot station (RPS) earth stations shall operate within the notified and recorded technical parameters of the associated satellite network, including specific or typical earth stations as published by the ITU.

5.1.3 RPA and RPS earth stations operating in accordance with 5.1.1 c) shall use FSS assignments that have been successfully coordinated under Article 9 of the ITU Radio Regulations and recorded in the Master International Frequency Register (MIFR) with a favourable finding under Article 11 of the ITU Radio Regulations including Nos. 11.31, 11.32 or 11.32A where applicable, and except those assignments that have not successfully completed coordination procedures under No. 11.32 by applying Appendix 5 paragraph 6.d.i of the ITU Radio Regulations.

5.2 Terrestrial C2 Link communication systems

5.2.1 Terrestrial RPAS C2 Link systems shall operate in bands allocated to the Aeronautical Mobile (Route) Service (AM(R)S). Frequency bands with such allocations include 113.250 MHz and 136.925 MHz (common signalling frequencies for VDL Mode 4), 960-1164 MHz and 5030-5091 MHz. The operation of the C2 Link within any of these bands shall be implemented so as to be compatible with the systems currently using these allocations. Compatibility shall be ensured through the development and application of necessary SARPs and determined on the basis of regional air navigation agreements.

End of new text.

— END —