|  |
| --- |
| U.S. Radiocommunications SectorFact Sheet |
| **Working Party:** ITU-R WP 5B | **Document No:** USWP5B29-01 First Draft |
| **Ref:** ITU-R 5B/481-E Annex 22 | **Date:** 16th May 2022 |
|

|  |
| --- |
| **Document Title:** Working document towards a preliminary draft new Recommendation Itu-r m.[cnpc\_char\_5GHz] - **Characteristics and protection criteria of terrestrial and satellite unmanned aircraft system control and non-payload communications links operating in the aeronautical mobile (route) service and****aeronautical mobile satellite (R) service in the band 5 030-5 091 MHz** |

 |
| **Author(s)/Contributors(s):**Name: Don NellisOrg: Federal Aviation AdministrationName: Michael NealeOrg: ACES Corporation for the FAA | Phone: (202) 267-9779Email: Donald.Nellis@faa.govPhone: (858) 705-8978Email: michael.neale@aces-inc.com |
| **Purpose/Objective:** The purpose of this contribution is to propose an update to the terrestrial and satellite characteristics based on a recent update to the RTCA MOPS DO-362A that standardizes and defines this CNPC Link. |
| **Abstract:** This contribution contains characteristics and protection criteria for terrestrial and satellite based systems that can be used for remote control of unmanned aircraft. |

|  |  |
| --- | --- |
| **Radiocommunication Study Groups** |  |
|  |  |
|  |  |
| Received : XXXXSource: Annex 22 to Document 481Subject: New Recommendation ITU-R M.[CNPC\_CHAR\_5GHZ] | **Document 5B/XXXX** |
| **XXXX 2022** |
| **English only** |
| **United Sates of America** |
| Working document towards a preliminary draft new Recommendation Itu-r m.[cnpc\_char\_5GHz] |
| **Characteristics and Protection Criteria of Terrestrial and Satellite Unmanned Aircraft System Control and Non-Payload Communications Links operating in the aeronautical mobile (route) service and aeronautical mobile satellite (R) Service in the band 5 030-5 091 MHz** |

**Introduction**

At WRC-2012 it was agreed, under RR No. **5.443C**, that the frequency band 5 030-5 091 MHz could be used by the aeronautical mobile (R) service limited to internationally standardized aeronautical systems. Industry, international standards development organizations and ICAO have been working since then to develop the technology and standards necessary to use that allocation. Consequently, it is now possible to provide characteristics and protection criteria for such systems for use in any future sharing studies within ITU-R.

**Proposal**

The United States of America proposes to assist in answering the above need by providing characteristics for such Control and Non-Payload Communications (CNPC) links operating in the AM(R)S allocation under RR No. **5443C** and used in air-ground applications between Unmanned Aircraft (UA) and their Control Station (CS) where the Remote Pilot (RP) is located.

**Attachment**: 1

|  |  |
| --- | --- |
| Working document towards a preliminary draft new Recommendation Itu-r m.[cnpc\_char\_5GHz] |  |
| **Characteristics and protection criteria of terrestrial and satellite unmanned aircraft system control and non-payload communications links operating in the aeronautical mobile (route) service and aeronautical mobile satellite (R) service in the band 5 030-5 091 MHz** |
|  |

*[Editor's note: This document has not been discussed at the WP 5B meeting in November-December, 2021 due to lack of time.]*

**Scope**

This Recommendation specifies the characteristics of CNPC links operating in the aeronautical mobile (route) service (AM(R)S) and aeronautical mobile satellite (route) service (AMS(R)S) in the frequency band 5 030-5 091 MHz. The technical and operational characteristics should be used in analysing compatibility between unmanned aircraft systems (UAS) control and non-payload communication (CNPC) links operating in the AM(R)S, as well in the AMS(R)S and other services.

**Keywords**

5 030-5 091 MHz

**Abbreviations/Glossary**

AM(R)S: Aeronautical mobile (route) service

AMS(R)S: Aeronautical mobile-satellite (route) service

ARS: Airborne radio system

ATC: Air traffic control

BLoS: Beyond line of sight

C2: Command and control

CNPC: Control and non-payload communication

CS: Control station

GRS: Ground radio system

ICAO: International Civil Aviation Organization

LoS: Line of sight

RR: Radio regulation

S&A: Sense and avoid

UA: Unmanned aircraft

UACS: Unmanned aircraft control station

UAS: Unmanned aircraft system

**Related ITU Recommendations, Reports**

*Recommendations*

*Reports*

ITU-R [M.2205](https://www.itu.int/pub/R-REP-M.2205-2010) Results of studies of the AM(R)S allocation in the band 960-1 164 MHz and of the AMS(R)S allocation in the band 5 030-5 091 MHz to support control and non-payload communications links for unmanned aircraft systems

The ITU Radiocommunication Assembly,

*considering*

*a)* that the frequency band 5 030-5 091 MHz is allocated to both the aeronautical mobile (route) service (AM(R)S) and the aeronautical mobile-satellite (route) service (AMS(R)S) and are planned to be used for unmanned aircraft (UA) control and non-payload communication (CNPC) links to support the safe operation of UA;

*b)* that the frequency band 5 030-5 091 MHz is also allocated to the aeronautical radionavigation service and used by the globally standardized microwave landing system,

*[Chairman’s note: these seem more like recognizing’s than considering’s, and I don’t believe they are allocated for specific purposes]*

*recognizing*

*a)* that use of the frequency band 5 030-5 091 MHz by the AM(R)S and AMS(R)S is limited to internationally standardized aeronautical systems;

*b)* that from radio regulation (RR) No. **5.444**, in the frequency band 5 030-5 091 MHz, the requirements of microwave landing system have priority over other uses of this frequency band,

*recommends*

that the technical and operational characteristics of the UA CNPC links operating in the AM(R)S and AMS(R)S described in the Annex should be considered representative of AM(R)S and AMS(R)S systems operating in the frequency band 5 030-5 091 MHz and used in studies of compatibility with systems operating under an allocation to another service.

Annex

**1 Introduction and scope**

*[Editor’s note: The content of Section 1 need to be updated to describe both CNPC systems described in Section 2]*

The Characteristics of unmanned aircraft systems (UAS) and spectrum requirements must support their safe operation in non-segregated airspace. There is a strong and growing demand for the use of UAS (also known as remote pilot aircraft within the International Civil Aviation Organization (ICAO)) in civil applications. These UAS flights will share airspace with passenger carrying aircraft so their operation needs to be managed to safely allow the introduction of this new paradigm in aviation.

The CNPC link system consists of the CNPC ground radio system (GRS) Link (fixed, or mobile) and the CNPC airborne radio system (ARS) Link. Each link consists of the transceiver radio, the antenna(s), and the associated cabling.

Figure 1

**Command and non-payload communications link system components**

CNPC LINK SYSTEM

CNPC GROUND RADIO SYSTEM

CNPC AIRBORNE RADIO SYSTEM

In non-segregated airspace a link between air traffic control (ATC) and the unmanned aircraft control station (UACS) via the UA, called ATC relay, will be required to relay ATC and air-to-air communications received and transmitted by the UA.

For communicating with ATC, the UA uses the same equipment as a manned aircraft. This report only considers the downlink bringing the ATC information from the UA to the UACS and the uplink from the UACS to the UA allowing the UACS to communicate with ATC.

As these communications are critical for a safe management of the controlled airspaces, especially in terminal approach areas with high density of aircraft, future ICAO standards are obviously mandatory for these kinds of communications.

Command and control is the typical link between the UACS and the UA. The following two ways of communications are:

*– The uplink*:To send telecommands to the aircraft for flight and navigation equipment control.

*– The downlink*: To send telemetry (e.g. flight status) from the UA to the UACS. It is anticipated that in some flight conditions or in specific airspaces it could be necessary to downlink video streams.

In areas under the responsibility of the aeronautical authorities, the command-and-control communications will have to be compliant with ICAO standards. Nevertheless, in the periods where the UA will follow a full autonomous flight, the up and down links could have very low data rates.

A UA designed to fly in controlled airspace must be able to operate in both high- and low-density airspace. The air traffic control system would not necessarily be able to restrict UA to low density airspace only. Therefore, it is recommended that larger UA be equipped with a terrestrial link capability wherever possible, and a UA may use a geo-stationary satellite link in low density sectors and also probably in high density sectors where the total number of UA in that sector is low.

The impact of latency on UAS command and control systems is a prime factor when considering the safety of operations. Latency will be of the utmost importance when establishing a safety case for the operation of UA, particularly in non-segregated airspace. Current air traffic management relies heavily on voice communications although information via data links is being progressively implemented.

The potential types of information exchanges over the command and control (C2) link system are:

The UA control – To support the remote pilot's activity to fly the UA, power plant status information from the aircraft back to the remote pilot is essential on a frequent basis relative to the dynamics of the UA.

The Avionics – Avionics systems send information (e.g. flight guidance system, flight management system, ATC communication, detect and avoid, weather radar, status reporting system) over the C2 link system from the UA to the control station (CS).

The payload **–** payload communications are not allowed to be carried in the C2 link system. In some cases, the C2 link system and payload communications information may be carried over a common link.

One aspect of the management of safe UAS operations is the management of the interference received by the CNPC receivers that link the UA and the CS, either line of sight (LoS) or beyond line of sight (BLoS). Additionally, since the frequency band is shared with other aeronautical systems (like microwave landing system under RR No. **5.444**), the interference caused by the UAS must also be managed to ensure that the levels of safety are appropriately maintained.

To enable this interference analysis to be undertaken the characteristics and protection criteria for these terrestrial and satellite CNPC links operating in the AM(R)S and aeronautical mobile satellite (route) service allocations under RR Nos. **5.443C** and **5.443D** are proposed. This working document contains those characteristics and protection criteria based on systems which are currently under development and that will have to comply with the international standardization being developed by ICAO, which will eventually be included within Annex 10, Volume VI, of their Standards and Recommended Practices.

**1.1 Definitions**

**Control and non-payload communications:** The radio links, used to exchange information between the UA and UACS, that ensure safe, reliable, and effective UA flight operation. The functions of CNPC can be related to different types of information such as: telecommand messages, non-payload telemetry data, support for navigation aids, air traffic control voice relay, air traffic services data relay, target track data, airborne weather radar downlink data, non-payload video downlink data.

**Command and non-payload communication link system:** The combination of airborne and ground UAS radios and antennas that support the data and information exchanges between the UA and the Pilot Station for the purposes of managing and controlling the flight and operation of the UA.

**Command and non-payload communication link system airborne radio:** The CNPC radio that is part of the CNPC link ARS.

**Command and non-payload communication link airborne radio system:** The system that resides on the UA to transmit and receive control and communication data to and from the CNPC link GRS. The ARS consists of the CNPC link system airborne radio, one or more airborne antennas, and all associated cabling.

**Command and non-payload communication link system ground radio:** The CNPC radio that is part of the CNPC link GRS.

**Command and non-payload communication link ground radio system:** The system that resides on the ground to transmit and receive control and communication data to and from the CNPC link airborne radio system. The GRS consists of the CNPC link system ground radio, one or more antennas, and all associated cabling.

**Unmanned aircraft:** Designates all types of aircraft remotely controlled.

**Unmanned aircraft control station:** Facilities from which a UA is controlled remotely.

**Handover operations:** is the transfer:

– of a direct (LoS) RF communication from one dedicated UACS to another (LoS) dedicated UACS;

– of a direct (LoS) to an indirect (BLoS) RF communication link or *vice versa*.

**Pilot Station:** The equipment used to maintain control, communicate, guide, or otherwise manage an UA.

**Radio line-of-sight:** is defined as the direct radio line of sight radiocommunication between the UA and UACS.

**Sense and avoid:** Sense and avoid (S&A) corresponds to the piloting principle “see and avoid” used in all air space volumes where the pilot is responsible for ensuring separation from nearby aircraft, terrain and obstacles.

**Unmanned aircraft system:** Consists of the following subsystems:

– Unmanned aircraft subsystem (i.e. the aircraft itself);

– Unmanned aircraft control station subsystem;

– ATC communications subsystem (not necessarily relayed through the UA);

– Sense and avoid (S&A) subsystem;

– Payload subsystem (e.g. video camera …).

**2 Characteristics of command and non-payload communication links at 5 GHz**

**2.1 Unmanned aircraft and control station characteristics for terrestrial control and non-payload communication link**

TABLE 1

**Transmission and reception characteristics for the terrestrial control and non-payload communication link system 1**

| **Terrestrial CNPC System 1** |
| --- |
|  | **Units** | **Airborne** | **Ground** |
| Frequency of operation | MHz | 5 030 to 5 091 | 5 030 to 5 091 |
| User data rates | kbps | 7.04 to 34.8 | 7.04 to 34.8 |
| Duplexing |  | Time Division Duplex (TDD) | Time Division Duplex (TDD) |
| Transmit/receive duration up from control station down from the UA | msec | 23 Up plus 1.3 Guard23 Down plus 2.7 Guard | 23 Up plus 1.3 Guard23 Down plus 2.7 Guard |
| Modulation |  | GMSK or QPSK | GMSK or QPSK |
| Modulation symbol rates | ksps | GMSK: 34.5, 69, 103.5 and 138 QPSK: 20 and 80:including error correction/detection, guard times and synchronization overhead | GSMK: 34.5, 69, and 103.5QPSK: 20 and 80:including error correction/detection, guard times and synchronization overhead |
| Forward error correction |  | GMSK: Rate 5/8 Turbo Conv. CodeQPSK: Rate 5/9 and Rate 1/3 TCC | GMSK: Rate 5/8 Turbo Conv. CodeQPSK: Rate 5/9 and Rate 1/3 TCC |
| Error detection |  | 32-bit CRC | 32-bit CRC |
| Baseband Input/Output Signal |  | User Data | User Data |
| User data block size transmitted per TDD frame | bits | GMSK: 352, 800, 1280 and 1728QPSK @ 20 ksps: 200 and 360QSPK @ 80 ksps: 1032 and 1744 | GMSK: 352, 800, 1280 and 1728QPSK @ 20 ksps: 200 and 360QSPK @ 80 ksps: 1032 and 1744 |
| User data rates | kbps | GMSK Tx: 7.04, 16.0, 25.6 and 34.56GSMK Rx: 7.04, 16.0 and 25.6QPSK Tx/Rx @ 20 ksps: 20.64 and 34.88;Includes TDD duty cycle overhead | GMSK Rx: 7.04, 16.0, 25.6 and 34.56GSMK Tx: 7.04, 16.0 and 25.6QPSK Tx/Rx @ 20 ksps: 20.64 and 34.88;Includes TDD duty cycle overhead |
| Occupied bandwidth, C | kHz | Variable per application with a maximum of 250 | Variable per application with a maximum of 250 |
| Antenna gain | dBi | 2 | 22.5 |
| Cable loss | dB | 2 | 1 |
| Antenna pattern  |  | Constant azimuthConstant elevation | Constant azimuthTailored in elevationSee Table 2 |
| Antenna polarization |  | Vertical with aircraft flying straight and level | Vertical |
| Maximum antenna height | m | 22 860 (MSL)Typical 8 000 | 2 to 50Typical 10 |
| Service range | km | 550Typical 200 | 550Typical 200 |
| Transmitter conducted power | dBm | 40 | 40 |
| Transmitter in band emission limits | dBc/kHz | −96 at 2 MHz offsetSee Table 3 | −96 at 2 MHz offsetSee Table 3 |
| Receiver noise figure | dB | 7 | 7 |
| Receiver sensitivity | dBm | GMSK: -118, -115 and -113QPSK @ 20 ksps: -120.5 and -118QSPK @ 80 ksps: -114.5 and -112 | GMSK: -118, -115 and -113QPSK @ 20 ksps: -120.5 and -118QSPK @ 80 ksps: -114.5 and -112 |
| Receiver in band rejection – except the operating channel | dB | One channel separation: 23Two channel separation: 43Three channel separation: 572 MHz or more separation: 63 | One channel separation: 23Two channel separation: 43Three channel separation: 572 MHz or more separation: 63 |
| Protection criteria \* |  | [TBD (see *editor’s note*)] | [TBD (see *editor’s note*)] |
| \**[Editor’s note: ICAO is invited to provide the technical performance criteria contained in its official documentation on this topic.]* |

TABLE 2

**Transmission and reception characteristics for the terrestrial control
and non-payload communication link system 2**

| **Terrestrial CNPC System 2** |
| --- |
|  | **Units** | **Airborne** | **Ground** |
| Frequency of operation | MHz | 5 030 to 5 091 | 5 030 to 5 091 |
| User data rates | kbps | 7.04 to 34.8 | 7.04 to 34.8 |
| Duplexing |  | Time Division Duplex (TDD) | Time Division Duplex (TDD) |
| Transmit/receive duration up from control station down from the UA | msec | 25 Up plus 20 Guard85 Down plus 20 Guard | 25 Up plus 20 Guard85 Down plus 20 Guard |
| Modulation |  | TBD  | TBD |
| Modulation symbol rates | ksps | TBD  | TBD |
| Forward error correction |  | TBD | TBD |
| Error detection |  | 32-bit CRC | 32-bit CRC |
| User data block size transmitted per TDD frame | bits | TBD | TBD |
| User data rates | kbps | TBD | TBD |
| Occupied bandwidth, C | kHz | Variable per application with a maximum of 397 (TBC) | Variable per application with a maximum of 397 (TBC) |
| Antenna gain | dBi | 3  | 22.5 |
| Cable loss | dB | 2 | 3 |
| Antenna pattern  |  | Omni | See Table 2 |
| Antenna polarization |  | Vertical with aircraft flying straight and level | Vertical |
| Maximum antenna height | m | 22 860 (MSL)Typical 8 000 | 2 to 50Typical 10 |
| Service range | km | 50 (TBC) | 50 (TBC) |
| Transmitter conducted power | dBm | 30 (TBC) | 30 (TBC) |
| Transmitter out-of-band emission limits |  | See. Table XX (Table 4 at this stage) | See. Table XX (Table 4 at this stage) |
| Receiver noise figure | dB | 7 (TBC) | 7 (TBC) |
| Receiver sensibility | dBm | TBD | TBD |
| Receiver selectivity/blocking |  | See. Table XX (Table 5 at this stage) | See. Table XX (Table 5 at this stage) |
| Protection criteria \* |  | [TBD (see *editor’s note*)] | [TBD (see *editor’s note*)] |
| *\* [Editor’s note: ICAO is invited to provide the technical performance criteria contained in its official documentation on this topic.]* |

TABLE 2.1

**Control station elevation antenna pattern
Pattern is constant in azimuth for system 1**

|  |
| --- |
| **System 1** |
| **Elevation degrees** | **Gain dBi** |
| 0.5 | 21.5 |
| 1.5 | 22.0 |
| 2.5 | 22.5 |
| 3.5 | 22.0 |
| 7 | 19.5 |
| 11.5 | 16.5 |
| 16 | 14.0 |
| 32 | 9.0 |
| 64 | 4.0 |
| >75 | 3.0 |

*[Editor’s note: All the gains indicated for the antenna pattern in Table 2.1 are positive, which is questionable]*

TABLE 2.2

**Control station antenna pattern
Pattern for system 2**

|  |
| --- |
| **Antenna Pattern for System 2** |
| **(TBD)** |

TABLE 3

**Transmitter in band emission limits for system 1**

|  |
| --- |
| **System 1** |
| **Offset from carrier frequency** | **dBc/kHz** |
| Channel width ÷ 2 | −54 |
| 1.5 × channel width | −74 |
| 500 kHz | −90 |
| 2 000 kHz | −96 |

*[Editor’s note: It needs to be clarified how Table 3 is addressing out of channel emissions]*

TABLE 4

**Transmitter out of band emission limits**

|  |  |
| --- | --- |
|  | **Maximum command and non-payload communication link system power spectral density in the out of band domain** |
|  | **Airborne**  | **Ground**  |
| System 1 | TBD | TBD |
| System 2 | TBD | TBD |

*[Editor’s note: It is envisioned that the proposed Recommendation will eventually include the out of band emission characteristics of AM(R)S transmissions into adjacent bands including those below 5 030 MHz that would be necessary for sharing studies to resolve the provisional nature of the ‑75 dBW/MHz protection value in RR No.* ***5.443C****.]*

TABLE 5

**Command and non-payload communication link system receiver selectivity/blocking limits**

|  |  |  |
| --- | --- | --- |
|  | **Airborne** | **Ground** |
| System 1 | TBD | TBD |
| System 2 | TBD | TBD |

*[Editor's note: Based on the limited information provide for terrestrial system 2 and due to the different TDD timing used by terrestrial system 1 and system 2 it appears that terrestrial system 1 and terrestrial system 2 may cause each other interference if the systems are located less than a TBD distance from each other.]*

*[Editor's note: Information on terrestrial system 2 has not been presented to ICAO.]*

**2.2 Unmanned aircraft and control station characteristics for satellite control and non-payload communication link**

**2.2.1 Satellite control and non-payload communication system 1**

It is to be noted that:

– feeder links between the UACS and the satellite are assumed to be in the frequency band 5 030-5 091 MHz, but may also be accommodated in other frequency bands;

– a QPSK 1/2 DVB-RCS type waveform is considered;

– the availability (link availability from the ground earth station to the UA and from the UA to the ground earth station) considered in this example is 99.99%;

– the link budgets are performed for UA and UACS located in Western Europe, corresponding to the worst case in terms of sharing with MLS (according to ICAO database used in Report ITU-R M.2205). On other areas more favourable from a sharing point of view, additional margin is available;

– the path loss includes the degradation due to atmospheric effects. The multipath and scintillation effects are included in the 3 dB link budget margin. Such a value is consistent with the margins needed for multipath and scintillation in the propagation channel of the 1.5/1.6 GHz aeronautical band;

– the link budget is carried out considering rain loss on the satellite – UA link, this representing the worst case compared to the UACS – Satellite link.

The feeder link is assumed to be in the frequency band 5 030-5 091 MHz, this case being the most restrictive one. A QPSK 1/2 DVB-RCS type waveform is considered. The availability (link availability from the ground earth station to the UA and from the UA to the ground earth station) that is considered is 99.99%.

TABLE 6

**Aeronautical mobile satellite (route) service return link budget for system 1**

| **System** |  |  | **Repeater** |  |
| --- | --- | --- | --- | --- |
| Availability (%) | 99.99% |   | Repeater gain (dB) | 110.5 |
| Satellite longitude (degrees) | –2.8 |   | Tx feeder loss (dB) | 1.0 |
| Conditions | Rain UL |   | Amplifier BO (OBO) (dB) | 3.5 |
| Modulation | QPSK 1/2 |   | Amplifier NPR (dB) | 17.0 |
| Useful bit rate per carrier (kbps) | 44.0 |   | *C*/*IM*0 degradation (dB/Hz) | 67.2 |
| Duplex ratio | 0.5 |   |   |  |
| Symbol rate per carrier (kbauds) | 103.5 |   | **Satellite Tx antenna** |  |
| Minimum bandwidth per carrier (kHz) | 139.8 |   | Tx antenna diameter (m) | 6.0 |
|   |  |   | Tx e.i.r.p. per carrier (dBW) | 14.1 |
| **Aircraft Earth stations** |  |   | Max Tx e.i.r.p. per carrier (dBW) | 17.1 |
| Frequency (MHz) | 5 000 |   | Downlink *C*/*I* inter-spots (dB) | 17.0 |
| Elevation (degrees) | 39.5 |   | Downlink *C*/*I*0 inter-spots (dB/Hz) | 67.2 |
| Carrier HPA power (W) | 20.0 |   |   |  |
| Antenna gain (dBi) | 3.0 |   | **Downlink propagation** |  |
| Tx loss (dB) | 2.0 |   | Total path loss (dB) | 198.0 |
| Power control uncertainty (dB) | 0.5 |   |   |  |
| Tx e.i.r.p. per carrier (dBW) | 13.5 |   | **Ground Earth station** |  |
|   |  |   | Downlink frequency (MHz) | 5 000 |
| **Uplink propagation** |  |   | Elevation (deg) | 39.5 |
| Total path loss (dB) | 198.5 |   | Antenna diameter (m) | 3.8 |
|   |  |   | *G*/*T* (dB/K) | 18.8 |
| **Satellite Rx antenna** |  |   | Downlink *C*/*N*0 (dB/Hz) | 63.5 |
| Rx antenna diameter (m) | 6.0 |   |   |  |
| Rx antenna gain (dBi) | 45.1 |   | **Demodulation** |  |
| Rx feeder loss (dB) | 0.5 |   | MLS degradation (dB) | 1.0 |
| Satellite *G*/*T* (dB/°K) | 18.7 |   | Total *C*/(*N*0+*IM*0+*I*0) (dB/Hz) | 57.0 |
| Uplink *C*/*N*0 (dB/Hz) | 62.4 |   | Total *C*/(*N*+*IM*+*I*) (dB) | 6.8 |
| Uplink *C*/*I*0 inter-spots (dB/Hz) | 67.2 |   | Required *C*/(*N*0+*IM*0+*I*0) (dB/Hz) | 54.0 |
| Uplink *C*/*I* inter-spots (dB) | 17.0 |   | Required *C*/(*N*+*IM*+*I*) (dB) | 3.8 |
|   |  |   | Margin (dB) | 3.0 |

TABLE 7

**Aeronautical mobile satellite (route) service forward link budget for system 1**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **System** |  |  | **Repeater** |  |
| Availability (%) | 99.99% |   | Repeater gain (dB) | 104.5 |
| Satellite longitude (degrees) | –2.8 |   | Tx feeder loss (dB) | 1.0 |
| Conditions | Rain DL |   | Amplifier BO (OBO) (dB) | 4.0 |
| Modulation | QPSK ½ |   | Amplifier NPR (dB) | 17.0 |
| Useful bit rate per carrier (kbps) | 7.0 |   | *C*/*IM*0 degradation (dB/Hz) | 59.2 |
| Duplex ratio | 0.5 |   |   |  |
| Symbol rate per carrier (kbauds) | 16.5 |   | **Satellite Tx antenna** |  |
| Minimum bandwidth per carrier (kHz) | 22.2 |   | Tx antenna diameter (m) | 6.0 |
|   |  |   | Tx e.i.r.p. per carrier (dBW) | 44.7 |
| **Ground Earth station** |  |   | Max Tx e.i.r.p. per carrier (dBW) | 47.7 |
| Frequency (MHz) | 5.000 |   | Downlink *C*/*I* inter-spots (dB) | 17.0 |
| Elevation (degrees) | 39.5 |   | Downlink *C*/*I*0 inter-spots (dB/Hz) | 59.2 |
| Number of carriers | 20 |   |   |  |
| HPA power (W) | 100.0 |   | **Downlink propagation** |  |
| Antenna diameter (m) | 3.8 |   | Total path loss (dB) | 198.5 |
| Antenna gain (dBi) | 44.1 |   |   |  |
| Tx loss (dB) | 1.0 |   | **Aircraft Earth station** |  |
| Power control uncertainty (dB) | 0.5 |   | Downlink frequency (MHz) | 5.000 |
| Tx e.i.r.p. per carrier (dBW) | 49.6 |   | Elevation (deg) | 39.5 |
|   |  |   | *G*/*T* (dB/K0 | –23.0 |
| **Uplink propagation** |  |   | Downlink *C*/*N*0 (dB/Hz) | 51.9 |
| Total path loss (dB) | 198.0 |   | Downlink *C*/*N* (dB) | 9.7 |
|   |  |   |   |  |
| **Satellite Rx antenna** |  |   | **Demodulation** |  |
| Rx antenna diameter (m) | 6.0 |   | MLS degradation (dB) | 1.0 |
| Rx antenna gain (dBi) | 45.1 |   | Total *C*/(*N*0+*IM*0+*I*0) (dB/Hz) | 49.0 |
| Rx feeder loss (dB) | 0.5 |   | Total *C*/(*N*+*IM*+*I*) (dB) | 6.8 |
| Satellite *G*/*T* (dB/K) | 18.7 |   | Required *C*/(*N*0+*IM*0+*I*0) (dB/Hz) | 46.0 |
| Uplink *C*/*N*0 (dB/Hz) | 98.9 |   | Required *C*/(*N*+*IM*+*I*) (dB) | 3.8 |
| Uplink *C*/*I*0 inter-spots (dB/Hz) | 59.2 |   | Margin (dB) | 3.0 |
| Uplink *C*/*I* inter-spots (dB) | 17.0 |   |   |  |

*[Editor’s note: The previous table was quoted from Report ITU-R M.2233 (Annex 3 § 6) Comparison should be made with other reports dealing with the same topic, in order to identify and complete missing parameters. Satellite antenna diameters should be checked as well for consistency.]*

**2.2.2 Satellite control and non-payload communication System 2**

It is to be noted that:

– The overall CNPC link comprises the links between the RPS / GES and the satellite, as well as between the satellite and the RPA.

– The feeder link i.e. the section of the CNPC link from the satellite to the GES and from the GES to the satellite is assumed to provide equivalent or better performance than the section of the CNPC link between the satellite and the RPA.

Table 8 and Table 9 provide the technical characteristics and link budgets for the portions of the forward and return link between the satellite and the RPA.

TABLE 8

**Satellite C band system link budget for system 2 (Worst case)**

|  |  |  |
| --- | --- | --- |
| **Return link** |  | **Forward link** |
| **System** |  |  | **System** |  |
| Availability (%) | 99.99% (TBC) |   | Availability (%) | 99.99% (TBC) |
| Satellite longitude (degrees) | TBD |   | Satellite longitude (degrees) | TBD |
| Conditions | Clear Sky |   | Conditions | Clear Sky |
| Modulation | QPSK 1/3  |   | Modulation | QPSK 1/3 |
| Instantaneous Bearer Data Rate (kbps) | 83.3 |   | Instantaneous Bearer Data Rate (kbps) | 95.2 |
| Duplexing | Time Division Duplex (TDD) |  | Duplexing | Time Division Duplex (TDD) |
| Transmit/receive duration (msec)Up from SatelliteDown from the UA | 25 Up plus 20 Guard,85 Down plus 20 Guard |  | Transmit/receive duration (msec)Up from SatelliteDown from the UA | 25 Up plus 20 Guard,85 Down plus 20 Guard |
| Duplex ratio | 0.3 |   | Duplex ratio | 0.7 |
| Symbol rate per carrier (kbauds) | 278 |   | Symbol rate per carrier (kbauds) | 317 |
| Minimum bandwidth per carrier (kHz) | 347 |   | Minimum bandwidth per carrier (kHz) | 397 |
|   |  |   |  |  |
| **Aircraft Earth stations** |  |   | **Satellite Tx antenna** |  |
| Frequency (MHz) | 5 090 |   | Frequency (MHz) | 5 090 |
| Elevation (degrees) | 30 |   | Elevation (degrees) | 30 |
| Tx power (W) | 25.0 |   | Tx power per bearer (W) | 20.0 |
| Antenna gain (dBi) | 7.23 |   | Antenna gain (dBi) | 33.8 |
| Tx loss (dB) | 0.0 (TBC) |   | Tx loss (dB) | 1.0 |
| Tx e.i.r.p. per carrier (dBW) | 21.2 |   | Tx e.i.r.p. per bearer (dBW) | 45.8 |
|  |  |   |  |  |
|   |  |   |  |  |
| **Uplink propagation** |  |   | **Downlink propagation** |  |
| Total path loss (dB) | 198.4 |   | Total path loss (dB) | 198.4 |
|   |  |   |  |  |
| **Satellite Rx antenna** |  |   | **Aircraft Earth station** |  |
| Rx antenna diameter (m) | 1.64 |   | Downlink frequency (MHz) | 5090 |
| Rx antenna gain (dBi) | 33.8 |   | Elevation (deg) | 30 |
| Rx loss (dB) | 0.5 (TBC) |   | Rx antenna gain (dBi) | 7.23 |
| Satellite *G*/*T* (dB/°K) | 6.3 |   | *G*/*T* (dB/°K) | -17.5 |
| Uplink *C*/*N*0 (dB/Hz) | 54.7 |   | Downlink *C*/*N*0 (dB/Hz) | 55.5 |

TABLE 9

**Satellite C band system link budget for system 2 (Best case)**

| **Return link** |  | **Forward link** |
| --- | --- | --- |
| **System** |  |  | **System** |  |
| Availability (%) | 99.99% TBD |   | Availability (%) | 99.99% TBD |
| Satellite longitude (degrees) | TBD |   | Satellite longitude (degrees) | TBD |
| Conditions | Clear Sky |   | Conditions | Clear Sky |
| Modulation | QPSK 1/3  |   | Modulation | QPSK 1/3 |
| Instantaneous Bearer Data Rate (kbps) | 83.3 |   | Instantaneous Bearer Data Rate (kbps) | 95.2 |
| Duplexing | Time Division Duplex (TDD) |  | Duplexing | Time Division Duplex (TDD) |
| Transmit/receive duration (msec)Up from SatelliteDown from the UA | 25 Up plus 20 Guard,85 Down plus 20 Guard |  | Transmit/receive duration (msec)Up from SatelliteDown from the UA | 25 Up plus 20 Guard,85 Down plus 20 Guard |
| Duplex ratio | 0.3 |   | Duplex ratio | 0.7 |
| Symbol rate per carrier (kbauds) | 278 |   | Symbol rate per carrier (kbauds) | 317 |
| Minimum bandwidth per carrier (kHz) | 347 |   | Minimum bandwidth per carrier (kHz) | 397 |
|   |  |   |  |  |
| **Aircraft Earth stations** |  |   | **Satellite Tx antenna** |  |
| Frequency (MHz) | 5 090 |   | Frequency (MHz) | 5 090 |
| Elevation (degrees) | 90 |   | Elevation (degrees) | 90 |
| Tx power (W) | 25.0 |   | Tx power per bearer (W) | 20.0 |
| Antenna gain (dBi) | 11.1 |   | Antenna gain (dBi) | 37.8 |
| Tx loss (dB) | 0.0 (TBC) |   | Tx loss (dB) | 1.0 |
| Tx e.i.r.p. per carrier (dBW) | 25.1 |   | Tx e.i.r.p. per bearer (dBW) | 49.8 |
|  |  |   |  |  |
|   |  |   |  |  |
| **Uplink propagation** |  |   | **Downlink propagation** |  |
| Total path loss (dB) | 197.7 |   | Total path loss (dB) | 197.7 |
|   |  |   |  |  |
| **Satellite Rx antenna** |  |   | **Aircraft Earth station** |  |
| Rx antenna diameter (m) | 1.64 |   | Downlink frequency (MHz) | 5090 |
| Rx antenna gain (dBi) | 37.8 |   | Elevation (deg) | 90 |
| Rx loss (dB) | 0.5 (TBC) |   | Rx antenna gain (dBi) | 11.1 |
| Satellite *G*/*T* (dB/°K) | 10.3 |   | *G*/*T* (dB/°K) | -13.6 |
| Uplink *C*/*N*0 (dB/Hz) | 63.3 |   | Downlink *C*/*N*0 (dB/Hz) | 64.1 |

TABLE 10

**Satellite & aircraft transmit mask for system 2, with transmit bandwidth BTx=400 kHz**

|  |  |  |
| --- | --- | --- |
|  | **Rejection** | **Bandwith** |
| 0 | 0 dBc | < BTx |
| 1 | −50 dBc | 3. BTx |
| 2 | −72 dBc | $\geq $ 1.0 MHz |

TABLE 11

**Satellite & aircraft receive mask for system 2, with receive bandwidth BRx=400 kHz**

|  |  |  |
| --- | --- | --- |
|  | **Rejection** | **Bandwith** |
| 1 | 0 dBc | < BRx |
| 2 | −50 dBc | 3. BRx |
| 3 | −74 dBc | $\geq $ 4.0 MHz |

*[Editor's note: Based on the limited information provide for satellite system 2 and due to the different TDD timing used by satellite system 1 and system 2 it appears that satellite system 1 and satellite system 2 may cause each other interference if the systems are located less than a TBD distance from each other]*