

Consultation on a Policy, Licensing and Technical Framework for Remotely Piloted Aircraft Systems (RPAS) in the 5030-5091 MHz Band and Certain Bands Used to Provide Commercial Mobile Services

SMSE-016-25

Issued: December 2025

Submission: Feb 27, 2026

Questions Responses:

Note: We are responding to only the questions, that are qualified to answer.

Q2: ISED is seeking comments on whether there are other RPAS applications besides CNPC that could also be considered for use in the 5030-5091 MHz band under the AM(R)S and AMS(R)S allocations.

Ans: Yes, consider Railway Track 3D-Twinning and Geometry Inspections using VTOL Fixedwing BVLoS operations, where the manned aircraft are unable to get a sufficient of the track and RoW, due to altitude and angle of the Ultra-Telephoto may not get a clear view of the Track due to shadows, narrow canyon, or very built up urban areas like Track going through NY NY, Houston, Chicago etc. Drones will deployed, BVLoS, to inspect the sections of track, without needing to be actually on the Track on a Track-Inspection vehicle, where the Live-Track requires a Schedules and Train-Control Clearances, every time. VTOL-BVLoS is the most economical solution, and Zero-Need to get clearances to Inspect.

Q5: ISED is seeking comments on its proposal to issue radio licenses as prescribed in the Regulations for terrestrial aeronautical stations communicating with associated aircraft stations (RPA) in the aeronautical service.

Ans: This a good idea.

Q9: Should ISED require RPAS equipment (both aeronautical and aircraft stations) operating in the 5030-5091 MHz band to meet the minimum operational performance standards described in RTCA DO-362A to allow for an initial launch of services in the band?

Ans: yes

Q10: Should the technical requirements being contemplated for adoption for licensed aeronautical stations and licence-exempt aircraft stations be incorporated into the Conditions of Licence and RBR-1, respectively,

Ans: yes

Q11: ISED is seeking comments on its proposal to establish an exclusion zone around DRAO, within which transmission and reception of signals for RPAS operations in the 5030-5091 MHz band would be prohibited. This exclusion zone would be defined in the relevant technical standard.

Ans: RAO is Science. Yes to Exclusion Zone. No flying.

Q21: ISED is seeking comments on the proposed considerations to identify specific commercial mobile bands where the proposed RPAS framework will be applied.

Ans: good idea

Q23: ISED is seeking comments on its proposal to apply the RPAS framework to the following initial bands that provide commercial mobile bands:

- a. 600 MHz (617-652 MHz/663-698 MHz)
- b. 700 MHz (698-756 MHz and 777-787 MHz)
- c. AWS-1 (1710-1755 MHz/2110-2155 MHz)
- d. AWS-3 (1755-1780 MHz/2155-2180 MHz)
- e. PCS (1850-1915 MHz/1930-1995 MHz)

Ans: Good selection.

Per: David Stonehouse, CEO

www.DCmapp.ca