

# **MYTH:** Aviation Raised 5G Concerns at the Last Minute

## **FACT:** Aviation Started Raising Concerns as Far Back as May 2018

### TIMELINE

## 2018

**March 2018** – The Mobile Now Act is enacted, authorizing the Federal Communications Commission (FCC) through notice and comment on the feasibility of allowing commercial wireless services, licensed or unlicensed, to use or share use of the frequencies between 3700 megahertz and 4200 megahertz.

**April 2018** – **FCC** issues public notice encouraging the public to comment on potential for more intensive use of the 3.7-4.2 GHz Band to submit those filings in this docket.

**May 2018** – **A4A** files comments in response to FCC public notice raising radio altimeter and satellite communication (SATCOM) interference concerns.

**July 2018** – **FCC** issues Order and Notice of Proposed Rulemaking on Expanding Flexible Use of the 3.7 to 4.2 GHz spectrum band.

**October 2018** – **AVIATION SPECTRUM RESOURCES, INC. (ASRI)** files comments to FCC reiterating aviation industry concerns on the potential impact to radio altimeters.

## 2019

**October 22, 2019** – **AEROSPACE VEHICLE SYSTEMS INSTITUTE (AVSI)** files “Behavior of Radio Altimeters Subject to Out-Of-Band Interference” [report](#) in FCC rulemaking docket, raising the potential for interference issues affecting the 4.2-4.4 GHz band start for commercial aircraft.

**November 22, 2019** – **HOUSE TRANSPORTATION AND INFRASTRUCTURE (T&I) COMMITTEE** Chair DeFazio sends [letter](#) to FCC warning of potential interference to radio altimeters from 5G deployment in the C-Band.

## 2020

**February 21, 2020** – **AVIATION INDUSTRY COALITION** sends ex parte letter and presentation to FCC raising safety concerns.

**February 28, 2020** – **FCC** issues Order to move forward with auctioning “C-band” spectrum.

**May 2020** – **AVIATION INDUSTRY COALITION** files petitions for reconsideration of the FCC Order.

**October 7, 2020** – **RADIO TECHNICAL COMMISSION FOR AERONAUTICS (RTCA)** completes a six-month [assessment](#) of interference from 5G network emissions with radio altimeter performance, revealing a “major risk that 5G telecommunications systems in the 3.7-3.9 GHz band will cause harmful interference to [radio] altimeters on all types of civil aircraft.”

**December 2020** – **AVIATION INDUSTRY COALITION** submits letter of support for petition for reconsideration.

**December 1, 2020 – DEPARTMENT OF TRANSPORTATION (DOT) AND FEDERAL AVIATION ADMINISTRATION (FAA)** submit [joint letter](#) voicing interference concerns to the National Telecommunications and Information Administration (NTIA) and request NTIA to submit their letter to the FCC public docket. NTIA did not submit the letter to the FCC docket.

**December 7, 2020 – HOUSE T&I COMMITTEE** Chair DeFazio sends [letter](#) to FCC asking the agency to delay its C-Band auction.

**December 8, 2020 – FCC** begins auction of the 3.7-3.98 GHz frequency band.

## 2021

**February 2021 – FCC** completes \$81 billion auction of the 3.7-3.98 GHz frequency band and subsequently issues licenses to AT&T and Verizon to begin deployment on December 5, 2021.

**May 2021 – AVIATION INDUSTRY COALITION** sends letter to FCC supporting aviation petition for reconsideration and responding to Cellular Telecommunications Industry Association (CTIA) FCC filing.

**July 14, 2021 – AVIATION INDUSTRY COALITION** sends [letter](#) to DOT raising imminent safety risk facing aviation industry.

**August 2021 – AVIATION INDUSTRY COALITION** sends presentation to FCC raising safety concerns and asking for a taskforce to resolve concerns.

**November 2, 2021 – FAA** issues [Special Airworthiness Information Bulletin](#) alerting manufacturers, operators and pilots that action might be required to address potential interference with aircraft radio altimeter caused by the rollout of 5G wireless broadband on December 5, 2021.

**November 3, 2021 – FAA AND FCC** announce that AT&T and Verizon have agreed to delay the 5G C-band deployment from December 5, 2021 to January 5, 2022.

**November 5, 2021 – AVIATION INDUSTRY COALITION** sends [letter](#) to National Economic Council (NEC) urging it to “work with the FCC and FAA to convene a joint industry working group and continue to delay the deployment of 5G technologies in this band until the safety and efficiency of the [National Air Space] is ensured.”

**November 19, 2021 – HOUSE T&I COMMITTEE** Chair DeFazio and Aviation Subcommittee Chair Larsen send [letter](#) to FCC urging the agency not to go through with any 5G C-band deployments until the FAA conducts a risk assessment that proves no further “mitigations are necessary or that all necessary mitigations are in place,” and requesting FCC to provide FAA with any technical data related to aviation and 5G broadband service.

**November 24, 2021 – AT&T AND VERIZON** issue a proposal committing to adopt “additional precautionary measures” for 6 months to mitigate the potential impact of 5G on radio altimeters.

**December 3, 2021 – AIA AND OTHER AVIATION STAKEHOLDERS** circulate a [counterproposal](#) to the telecom industry’s November 24 mitigation proposal.

**December 7, 2021 – FAA** issues two [Airworthiness Directives](#) (ADs) identifying safety concerns and outlining potential flight restrictions. The ADs state that “radio altimeters cannot be relied upon to perform their intended function if they experience interference from wireless broadband operations in the 3.7-3.98 GHz frequency band (5G C-Band).”

**December 22, 2021** – **A4A, AEROSPACE INDUSTRIES ASSOCIATION (AIA) AND CTIA** [announce](#) agreement to work together in coordination with the FAA and FCC to “identify a path forward.”

**December 23, 2021** – **FAA** issues second [Special Airworthiness Information Bulletin](#) and a [Safety Alert for Operators](#) regarding the “Risk of Potential Adverse Effects on Radio Altimeters when Operating in the Presence of 5G C-Band Interference.”

**December 30, 2021** – **A4A** files [emergency petition](#) with the FCC to stay initiation of the deployment of 5G around certain airports until a solution can be identified.

## 2022

**January 4, 2022** – **WHITE HOUSE** [announces](#) agreement with AT&T and Verizon to delay the 5G C-band deployment by two weeks from January 5 to January 19, 2022 and to reduce the 5G signal power and not activate transmitters in close proximity to up to 50 priority airports for six months through July 5, 2022.

**January 17, 2022** – **A4A** sends a [letter](#) – signed by the CEOs of the leading cargo and passenger airlines – to National Economic Council Director Brian Deese, Transportation Secretary Pete Buttigieg, FAA Administrator Steve Dickson and FCC Chairwoman Jessica Rosenworcel urging immediate action to address major disruptions to the traveling and shipping public as a result of the deployment of new 5G service near airports scheduled to begin on January 19.

**January 18, 2022** – **WHITE HOUSE** [announces](#) agreement with AT&T and Verizon to deploy 5G on January 19, 2022 except around key airports and to continue working with the federal government on safe 5G deployment at those locations.