

July 14, 2021

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

The Honorable Gina Raimondo
Secretary
U.S. Department of Commerce
1401 Constitution Avenue, NW
Washington, D.C. 20230

Dear Secretary Buttigieg and Secretary Raimondo:

We the undersigned organizations represent the world's leading aerospace manufacturers, airlines, pilots, and operators. Our industry supports millions of jobs and trillions of dollars in economic activity within the United States. We write to bring to your attention an imminent safety risk facing the U.S. aviation industry and the general public. As a result of a February 2020 decision by the Federal Communications Commission, new 5G cellular systems operating in the 3700-3980 MHz spectrum, or the "C- Band," will begin to deploy throughout the country later this year. These 5G systems will cause harmful interference to radar altimeters, which are systems used by every commercial aircraft and helicopter, as well as most general aviation aircraft. Additionally, new entrants in the National Airspace System (NAS), such as unmanned aircraft systems (UAS) and electric vertical takeoff and landing (eVTOL) aircraft, will require accurate and reliable radar altimeters and would likewise be impacted.

Radar altimeters are the only device aboard every aircraft that can directly measure the distance between the aircraft and the ground. Data from radar altimeters feed into several other safety-critical flight control and warning systems that are needed in all phases of flight. 5G interference to radar altimeters can cause lost, inaccurate, or erroneous data from a broad range of avionics, leading even the most well-trained of pilots to take incorrect actions based on hazardously misleading or missing information which will put the NAS and the general public in danger. Because of their importance, any error could result in a catastrophic event.

While we understand and support the importance of making spectrum available to enable next generation commercial wireless communications, we are deeply troubled by the lack of inter-agency coordination to meaningfully address the overwhelming evidence proving that substantial risks to public safety would result from the deployment of ubiquitous base stations in this spectrum. Many other countries across the globe are also eager to take advantage of the benefits of 5G. However, they are actively addressing the well-documented radar altimeter interference issue and are planning appropriate mitigations in the C-band prior to deployment. We urge the Biden-Harris Administration to do the same.

To that end, we believe it is incumbent upon both the aviation and telecommunication industries to work together to identify mitigations that each user community can introduce to reduce the risks to public safety. In an effort to demonstrate the aviation industry's commitment to be part of the solution, within our coalition we formed a Technical and Operations Working Group, comprised of subject matter experts, and have been actively working towards realistic, data-

driven approaches to address likely scenarios. Our coalition's Working Group is also compiling and providing information to relevant regulators within both of your organizations so that informed decisions can be made. We urge both Departments, including the FAA and NTIA respectively, to strongly encourage and facilitate the same kind of information sharing from the telecommunications industry.

The aviation industry has analyzed the 5G service rules and firmly believes that these new systems will create a public safety hazard. We are committed to doing our part by working diligently to develop new standards, equipment, and aircraft/helicopter integration solutions. However, these solutions take significant time to ensure that they meet the FAA's robust safety requirements. Simply, we will not be able to maintain the current level of public safety without additional support from the Biden-Harris Administration and the implementation of short-term mitigations by the cellular industry.

We are hopeful that you will take immediate action to help expedite cooperation from all stakeholders to put in place a solution that maintains the United States' leadership in 5G deployment as well as the safety of the traveling public. We stand ready and willing to do our part and look forward to working with you and your expert agencies on solving this complex technical problem.

Sincerely,

Aerospace Industries Association (AIA)	Airlines for America (A4A)	Manufacturers Association (GAMA) Garmin International, Inc
Aerospace Vehicle Systems Institute (AVSI)	Aviation Spectrum Resources, Inc. (ASRI)	Helicopter Association International (HAI)
Air Line Pilots Association International (ALPA)	The Boeing Company	International Air Transport Association
Airborne Public Safety Association	Cargo Airline Association	National Air Carrier Association
Airbus	Collins Aerospace	National Business Aviation Association
Aircraft Electronics Association	Experimental Aircraft Association	Regional Airline Association
Aircraft Owners & Pilots Association	Free Flight Systems	
	General Aviation	