

# What Others Are Saying: FCC & NTIA Are The Expert Agencies On Spectrum Policy

Both Agencies Already Conducted A Rigorous Review Of The Use Of C-Band Spectrum And Have Taken Appropriate Precautions To Ensure Its Safe Use In The U.S.

## Statements On FCC And NTIA Leadership And Expertise

“ I’ve long believed that the FCC has and should continue to have ultimate responsibility for commercial spectrum policy and the NTIA should act as manager of the federal government’s use of spectrum. When disputes arise, it should be the career experts at those agencies that work to forge a path forward. I encourage them to work together to ensure concerns are addressed in a way that will allow this valuable spectrum to be unleashed.”

**– Rep. Doris Matsui (D-CA)**

“ I would also say that I hope the NTIA is the agency that makes decisions on spectrum and that individual agencies like the FAA and DoD and others don’t. You know, holding press conferences isn’t the way to get this done so I hope that we can work that out too.”

**– House Communications Subcommittee Chairman Mike Doyle (D-PA)**

“ The FCC and Department of Commerce are our nation’s spectrum regulators and govern the use of spectrum from the military, government and commercial sectors. These agencies have so far found no harmful interference from 5G services here, and that determination is conclusively borne out by what we see around the globe.”

**– CTIA President and CEO and Former FCC Commissioner Meredith Attwell Baker**

“ Career NTIA engineers concluded that FAA’s data failed to demonstrate a serious threat, and the determination was made to move forward with the auctions after consultation with Commerce officials at the highest level and White House staff.”

**– Former Acting NTIA Chief Adam Candeub**

“ It’s something the Commission considered, I considered as well...deep in the proceedings, you know, spent many months and leading this effort. And we considered that. It seems like something that was asked and answered before. The question is, will the deployment lead to harmful interference to altimeters and, therefore, planes will fall from the sky? I argue: absolutely not. This is something that has been looked at, examined, there’s very little data from the [aviation] industry that supports their position.”

**– Former FCC Commissioner Mike O’Rielly**

“ The Federal Communications Commission (FCC), the agency that regulates spectrum use and studies interference concerns, has examined C-Band spectrum influence on aviation operations as far back as 2017 and used the data it collected to establish mutually beneficial rules that are fully sufficient to both build 5G networks and protect aeronautical services.”

**– Retired U.S. Army Major General Bob Dees**

“ Just as banks need to be regulated to have sufficient capital, the FCC and FAA must work together to craft appropriate airline regulations to ensure adequately designed receivers. It would be relatively simple for a regulator such as the FCC to publish a minimum performance specification. Whether there is an appropriate legal framework to enforce this is less clear. For less critical users, licenses specified in terms of the interference they are allowed to cause, pioneered in the UK some years ago although not widely adopted, provide a clear signal as to future potential interference. This gives those license holders who deploy poor receivers no excuse to complain should interference occur.”

**– Former Ofcom Regulator Dr. William Webb**

“ ...[I]t’s the job of the FCC engineers who are universally respected, to make the call on how this works. And I can say from having done this for 20 years, that the FCC engineers are always going to err on the side of caution. They are not ignoring any of the safety concerns, they take the fact that people’s lives are at stake very, very seriously when they do this work.”

**– Public Knowledge Senior Vice President Harold Feld**

“ The FCC has legal authority over commercial spectrum – and the FAA does not. Based on all the available information, the Commission should stand by its 2020 C-Band Order, its CBand auction, and fast 5G deployment. It should not allow the integrity of federal commercial spectrum policy to be undermined by executive agencies making last-minute unsubstantiated complaints. The launch of capacious, high-speed, 5G services in the C-Band, a key element to spurring the nation’s innovation and investment – and hence productivity – should proceed without further delay.”

**– Free State Foundation’s Randolph May and Seth Cooper**

“ The Federal Communications Commission (FCC) is the expert agency that has that responsibility, and they are doing their job well. The experts at the FCC have studied the 5G spectrum in all its permutations and found it to be safe, effective, and ready for primetime.”

**– Heritage Foundation Visiting Fellow Steven Bucci**

“ Protecting altimeters from interference is very important. That is why the Federal Communications Commission (FCC), the designated expert agency with experience and responsibility to understand spectrum and interference issues, concluded that the C-Band spectrum allotments for 5G would not cause a problem for pilots. After careful study, over several years, they found that mandating 220+ megahertz of separation between 5G C-Band operations and the space aviation occupies would provide more than enough buffer room to let them safely coexist without interference. This decision is backed up not only by more reliable studies than the single, flawed analysis that the FAA cites but also by real world experience.”

**– American Consumer Institute CEO Steve Pociask**

“ If there were a genuine interference problem with aviation and the C-Band, it would be the job of NTIA and the FCC to find and characterize it. They’ve both examined the question and determined that the FCC’s current buffer – 220 MHz of separation between 5G services and the radio altimeter band – is much more than enough to protect airplanes. Japan, for example, gets by with a 100 MHz guard band.”

**– High Tech Forum’s Richard Bennett**

## **Statements On The FCC’s C-Band Order’s Inclusion Of A Wide Safety Band**

“ In its March 2020 C-Band Order, the Commission drew on its acknowledged engineering expertise and determined that there was no evidence indicating that 5G wireless signals would harm aviation equipment operating in adjacent spectrum. And the Commission adopted strong measures to protect against any out-of-band interference: ‘We find the limits we set for the 3.7 GHz Service are sufficient to protect aeronautical services in the 4.2-4.4 GHz band. Specifically, the technical rules on power and emission limits we set for the 3.7 GHz Service and the spectral separation of 220 megahertz should offer all due protection to services in the 4.2-4.4 GHz band.’ In other words, by licensing only up to 3.96 GHz as flexible-use spectrum for 5G, the Commission established a spacious 220 MHz guard band between the wireless services operating in the lower C-Band and radio altimeters operating in another band. Also, the power and emissions limits imposed on wireless service providers operating in the lower C-Band further reduces any likelihood of harmful out-of-band interference.”

**– Free State Foundation’s Randolph May and Seth Cooper**

“ Recall that Boeing filed during the C-Band proceedings and argued that the FCC should have a 100 MHz guard band between C-Band and the 4.20-4.4 GHz band where aviation altimeters operate. The FCC not only listened to Boeing but exceeded Boeing’s recommendation and created a 220 MHz guard band to protect aviation from any C-band interference. The C-Band spectrum that Boeing and friends are trying to prevent from being deployed sits at 3.7 to 3.8 GHz, a full 400 MHz away, four times the separation Boeing has told the FCC was needed.”

**– Recon Analytics Founder and Analyst Roger Entner**

“ Two hundred megahertz is huge. Remember, with the FM radio band, the whole thing is 20 megahertz, so this is 10 times the entire FM band, from the lowest station to the highest station. So it’s a very long ways away.”

**– Roberson & Associates CEO Dennis Roberson**

“ To put this into context, it’s important to note that the usage of specific RF frequencies is tightly managed by agencies like the FCC to ensure that numerous applications can coexist and regular changes to these frequency blocks for different applications happen all the time. Many of these blocks are contiguous and often as small as 5 MHz wide, so the 400 MHz gap between the planned 5G service and radio altimeters really is huge from an RF perspective.”

**– TECHanalysis Research’s Bob O’Donnell**