



Airlines for America®  
We Connect the World

January 17, 2022

The Honorable Brian Deese  
National Economic Council Director  
Executive Office of the President  
1600 Pennsylvania Avenue, NW  
Washington, D.C. 20500

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

The Honorable Stephen M. Dickson  
Administrator  
Federal Aviation Administration  
800 Independence Avenue, SW  
Washington, D.C. 20591

The Honorable Jessica Rosenworcel  
Chairwoman  
Federal Communications Commission  
445 12th Street, SW  
Washington, D.C. 20554

Subject: Immediate Action to Address 5G Interference with National Aviation System

Dear Director Deese, Secretary Buttigieg, Administrator Dickson and Chairwoman Rosenworcel:

Despite the recent collaboration and data sharing between the telecommunications industry, the Federal Aviation Administration (FAA) and the aviation industry, commercial aviation in the United States is facing major disruption of the traveling and shipping public based on our evaluation of the data and discussions that have been ongoing to resolve the issue of how best to deploy 5G “C-band” in a safe manner around U.S. airports.

We are writing with urgency to request that 5G be implemented everywhere in the country *except within the approximate 2 miles of airport runways at affected airports as defined by the FAA on January 19, 2022*. This will allow 5G to be deployed while avoiding harmful impacts on the aviation industry, traveling public, supply chain, vaccine distribution, our workforce and broader economy. We further ask that the *FAA immediately identify those base stations closest to key airport runways that need to be addressed to ensure safety and avoid disruption in a manner that is narrowly focused and consistent with the agreement established on January 3, 2022*.

**Immediate intervention is needed to avoid significant operational disruption to air passengers, shippers, supply chain and delivery of needed medical supplies.** The harm that will result from deployment on January 19 is substantially worse than we originally anticipated for two key reasons.

First, we understand that most of the 50 large airports that were identified by the FAA for relief will still be subject to flight restrictions on January 19. The FAA’s statement yesterday minimizes the fact that they are not granting relief to airports that are used by most of the traveling and shipping public. Unless our major hubs are cleared to fly, the vast majority of the traveling and shipping public will essentially be grounded. This means that on a day like yesterday, more than 1,100 flights and 100,000 passengers would be subjected to cancellations, diversions or delays.

Second, flight restrictions will not be limited to poor weather operations. Because *radio altimeters provide critical information to other safety and navigation systems in modern airplanes*, multiple modern safety systems on aircraft will be deemed unusable causing a much larger problem than what we knew on January 5, 2022. Airplane manufacturers have informed us that there are huge swaths of the operating fleet that may need to be indefinitely grounded. In addition to the chaos caused domestically, this lack of *usable widebody aircraft* could potentially strand tens of thousands of Americans overseas.


January 17, 2022

Page 2

The ripple effects across both passenger and cargo operations, our workforce and the broader economy are simply incalculable. Every one of the passenger and cargo carriers will be struggling to get people, shipments, planes and crews where they need to be. To be blunt, the nation's commerce will grind to a halt.

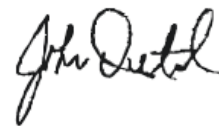
Given the short time frame and the exigency of this completely avoidable economic calamity, we respectfully request you support and take whatever action necessary to ensure that 5G is deployed except when towers are too close to airport runways until the FAA can determine how that can be safely accomplished without catastrophic disruption. We stand ready and eager to continue our work with the U.S. government and mobile wireless providers on finding a solution set that allows 5G to expand to the "C-Band" while also protecting aviation from devastating operational restrictions. However, immediate action is necessary to provide ample time for those discussions to move forward in any meaningful way.

Sincerely,

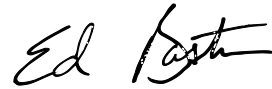


Ben Minicucci  
CEO  
Alaska Air Group

W. Douglas Parker  
Chairman & CEO  
American Airlines



John W. Dietrich  
President & CEO  
Atlas Air Worldwide



Ed Bastian  
CEO  
Delta Air Lines



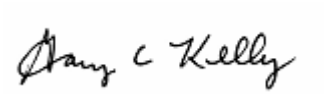
Scot Struminger  
EVP & CEO, Aviation  
FedEx Express



Peter R. Ingram  
President & CEO  
Hawaiian Airlines



Robin Hayes  
CEO  
JetBlue Airways



Gary C. Kelly  
Chairman & CEO  
Southwest Airlines



Scott Kirby  
CEO  
United Airlines Holdings



Brendan Canavan  
President  
UPS Airlines



Nicholas E. Calio  
President & CEO  
Airlines for America

cc: John Stankey, Chief Executive Officer, AT&T, Inc.  
Hans Vestberg, Chairman and Chief Executive Officer, Verizon Communications, Inc.