

AIRBUS response to the RSPG Opinion on 5G implementation challenges (RSPG 3rd opinion on 5G)

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Introduction

AIRBUS wishes to thank the Radio Spectrum Policy Group for having the opportunity to provide inputs to this consultation on the “*RSPG Opinion on 5G implementation challenges*” (RSPG 3rd opinion on 5G).

AIRBUS notes that this third opinion on 5G networks presents an analysis with a view on how to defragment the 3.5 GHz band in EU (Issue I) as well as a proposal for a categorization of verticals engagement in 5G spectrum (Issue II).

AIRBUS is one of the company signatory of the 5G Manifesto with European Commissioner Günther Oettinger published on July 7th 2016. We strongly support 5G as an ecosystem of technologies.

Please find hereafter our comments on this third opinion.

Issue I: RSPG Opinions 1, 2, 3 on 5G implementation issues concerning the Defragmentation of the 3.4-3.8 GHz frequency band:

AIRBUS would like to emphasize that any reference to the defragmentation – including the phase-out – of the 3.4-3.8 GHz band should strictly relate to legacy electronic communication services (ECS) in the band. Such statement should not be used to try to undermine the position of other existing primary services, such as Fixed Satellite Service, in the band. In accordance to the EC Decision 2008/411/EC, harmonising the use of this band for terrestrial services should be done without prejudice to the protection and continued operation of other existing use. The RSPG 2nd opinion on 5G has already encouraged administrations to find a proper balance between the benefits of allowing 5G use and keeping access to satellite operators in the 3600 MHz band.

Issue II: RSPG Opinions 4, 5, 6, 7 and 8 on 5G implementation issues in order to ensure connectivity for vertical industries:

Many AIRBUS products are increasingly relying on connectivity to deliver new and secure services through innovative business models. The evolution from 4G to 5G is accelerating this trend, as 5G is designed to support a wide range of applications beyond mobile broadband. The Factory of the Future can potentially increase the productivity of all industrial sites of AIRBUS, regardless of the type of

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business. AIRBUS looks forward having the opportunity to introduce innovative concepts, as deemed relevant/timely, in order to stay at the forefront of the aerospace industry, hence ensuring the sustainability of its sites across Europe.

In order to develop and test such opportunities, it is critical for AIRBUS to have the possibility to deploy and operate cutting edge local private wireless networks. Dedicated spectrum for verticals as mentioned in the Opinion 5 is therefore in line with AIRBUS interests.

AIRBUS has welcomed the proposal from the German regulator (BNetzA) last September for the future use of 3700-3800 MHz for local and regional wireless access. AIRBUS has also suggested that this model, which combines indoor use of the whole band with opportunities for smaller portions of the band to be used outdoor, on a local basis, would be an excellent basis for the future use of the 26 GHz band, providing some adjustments to protect the incumbent services.

As an international pioneer in the aerospace industry, and one of the best symbol of the European Union as a global innovation leader, AIRBUS encourages the RSPG to foster such initiatives throughout the European Union in order to take advantage from economies of scale and ecosystem availability in spectrum bands with EU harmonized technical conditions.

Conclusion

AIRBUS thanks the the Radio Spectrum Policy Group for giving the opportunity to provide comments on this consultation and hope that these suggestions will be valuable for the connectivity for vertical industries in Europe.