**NextNav Study Claims 5G Operations Will Not Cause Interference to Unlicensed Operations in the 902-928 MHz Band**

NextNav, Inc. filed a [technical study](https://www.fcc.gov/ecfs/document/102280525327052/1) with the FCC late last week that concludes that 5G can coexist with unlicensed Part 15 devices in the 902-928 MHz band. The study supports NextNav’s [petition for rulemaking](https://www.fcc.gov/ecfs/document/10416238018537/1), which requests that the FCC reconfigure the 902-928 MHz band to allow NextNav to operate a 15 megahertz bandwidth configuration to support both commercial 5G services and terrestrial precision navigation and timing (TPNT) as a back-up for GPS. The technical study compares the interference environment of the existing 902-928 MHz band with the interference created by NextNav’s current multilateration location and monitoring service (M-LMS) operations as well as projected interference created by its proposed 5G operations.

The findings of the study are unremarkable in the sense that they show that more interference to unlicensed operations in the band is now or would be caused in the future by both NextNav’s existing M-LMS operations and its proposed 5G operations. NextNav claims however that the additional interference from its proposed 5G operations is not that much worse than what is caused by its current M-LMS operations, which is a bit like claiming that disposing toxic sewage into the ocean isn’t bad because the ocean is already polluted. Moreover, it’s unclear the extent to which the study accurately compares the interference environment, because it appears to only assess the impact from 5G downlink operations and it appears to focus more on interference to *indoor* unlicensed operations, leaving uncertain the extent to which *outdoor* unlicensed operations – including utility smart meters and SCADA systems – would be affected and whether the impact would be compounded by uplink operations, not to mention the constraints that the combined 5G and TPNT operations would have on the frequency hopping capabilities of unlicensed operations to avoid interference from other operations in the band. Ultimately, despite its general conclusions, the study raises more questions than answers about the interference potential from NextNav’s proposed operations.