Title: **CPRI TWG answer to IEEE 802.1CM/D0.5 comment #90**

Source: CPRI TWG

Contact Person:

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The CPRI Technical Work Group delegates have reviewed the IEEE 802.1CM/D0.5 review comment #90 and the associated Huawei CPRI Tdoc:

Cl **5** *SC* **5.3.1.1/5.3.1.2/5.3.1.35.** *P* **9&10** *L* **12/2** # 90

Bao, Shenghua Huawei

Comment Type **TR** *Comment Status* **X**

The timing reference point has been changed from inside the RE to outside of the RE which is reasonable, but the timing error budget of RE (|TERE|)doesn't change any! It should be considered carefully again. I have already prepare a Tdoc to CPRI group.

SuggestedRemedy

We suggest that we should rework on the |TERE| according to the different scenarios and air interface features.

Proposed Response *Response Status* **W**

DISCUSS on a P802.1CM call

Please find below the outcomes of the CPRI TWG review:

- Timing reference point location:

Comment #90 regarding the timing reference point location is valid.

When CPRI TWG wrote this requirement, the reference point was assumed to be located inside the RE.

We understand why IEEE put the reference point outside of the RE, but for us it is difficult to give a requirement where the reference point is somewhere between the equipment and the network. So we do not have any proposal to solve this issue.

- One Timing Error requirement per class:

This requirement is driven by the most difficult use case to support. At the time CPRI TWG wrote this requirement, the assumption was that the same RE shall support all use cases.

It is possible that one vendor would like to do not support all the use cases with one product and would like to design an RE product with a larger RE timing error as the global budget is far different from one class to another.

How much of the total timing error budget could be given to the radio equipment located outside the Fronthaul Network for the different classes? CPRI TWG cannot answer to this question. As a consequence, we would like that IEEE 802.1CM propose new values to be used for the RE timing error for Class A, B and C.