



5G Radio Altimeter Interference

Online Workshop for the ICAO RASG-APAC Region on Risks in Aviation
5G Cellular Systems Operating near the Radio Altimeter Frequency Band
16 November 2022

Joseph Cramer
Director, The Boeing Company
Global Spectrum Management

Agenda

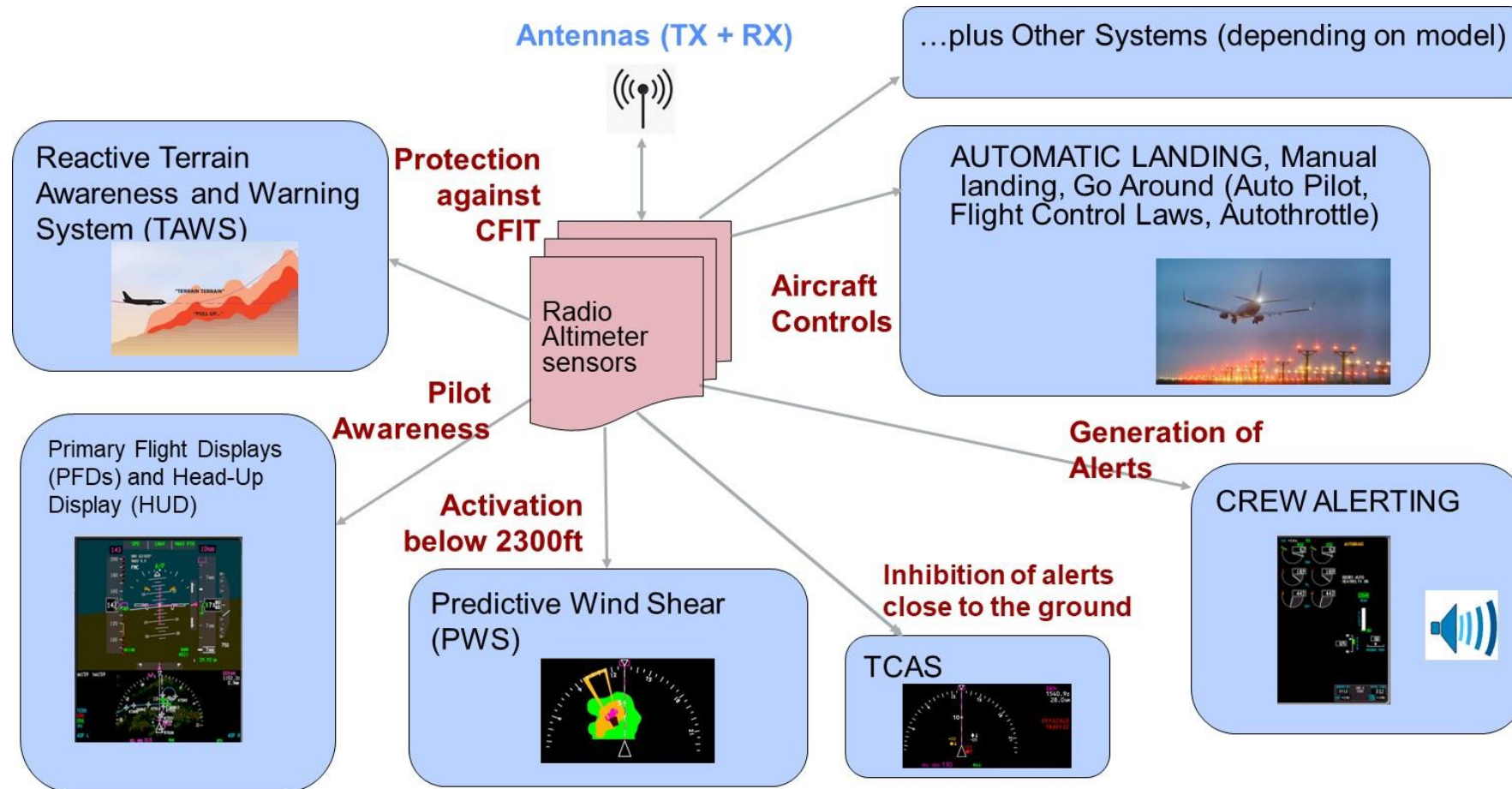
- Problem and Impacts
- 5G Spectrum
- Representative 5G Implementations
- Aerospace Industry Efforts
- Roadmap to Safety
- Q & A

The Problem and Impacts

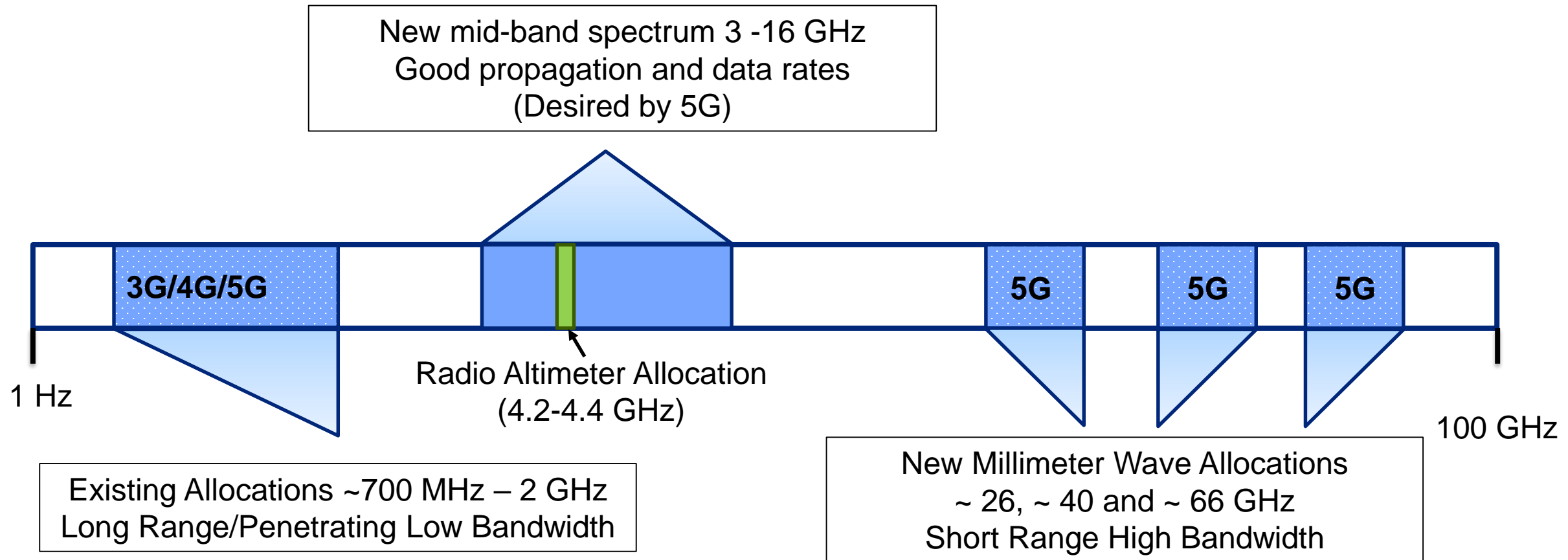
- Governments around the world are implementing 5G cellular systems in frequency ranges adjacent to or near the radio frequency band used by radio altimeters.
- The aviation industry and aviation regulators are concerned these 5G deployments will cause interference to radio altimeters operating in the radio frequency band 4.2 - 4.4 GHz.
- Concerns are based on a study done by industry and the U.S. Federal Aviation Administration (FAA) via the RTCA organization.
 - The study concluded 5G transmissions can interfere with radio altimeters
 - Study was limited to regulations issued by the U.S. Federal Communications Commission (FCC) permitting 5G to operate in the radio frequency band 3.7 – 3.98 GHz and was limited to review of only 9 radio altimeters
- As a result of the study, alerts for 5G interference were issued by the Civil Aviation Authorities (CAAs) of France, Canada, Australia, New Zealand, Czech Republic, Saudi Arabia, Oman and United Arab Emirates.

The Problem and Impacts

- Boeing supports having more 5G available for consumers. However, 5G should not risk public and aviation safety.
- Potential impacts to airplane systems:



5G Spectrum



* Not to scale

5G systems only impact public safety near the radio frequency band used by the radio altimeter

Representative 5G Implementations

Countries set their own regulatory constraints on 5G

Country	Frequency Range	Power Limit (dBm/MHz)
United States	3700-3980 MHz	65.15 Rural/62.15 Non-Rural Areas
UK	3400-3800 MHz	58
Japan	3400-4100 MHz, 4600-4700 MHz	56 (avg per sector)
Brazil	3300-3700 MHz	55
Ireland	3410-3800 MHz	61
Denmark, Finland, Sweden	3400-3800 MHz	61
Czech Republic	3400-3800 MHz	61
Canada	3450-3650 MHz	61
Romania	3490-3800 MHz	55
Saudi Arabia	3400-3800 MHz	58
Europe	3400-3800 MHz	61 - Recommended

Country	Frequency Range	Licensed Power Limit (dBm/MHz)
France	3400-3800 MHz	Between 55.44 and 60.34
New Zealand	3410-3580 MHz	Between 52.2 and 65.2

Aerospace Industry and Aviation Regulator Efforts

- Developing modifications to existing altimeters to be more robust against interference.
 - Developing New Radio Altimeter Standards
 - Goal is to make new radio altimeters more tolerant against interference
 - RTCA/EUROCAE updating Minimum Operational Performance Standards (MOPS) via SC-239/WG-119 to ensure sufficient immunity to foreseeable interference
 - ICAO SARPS are also being considered. Expect to follow MOPS
- ICAO published a state letter on March 25, 2021 to raise awareness and encourage safety considerations
 - ICAO Regional Office in Cairo has recently established a 5G Action Group
- Regulatory
 - US FAA continues to issue Airworthiness Directives while working to upgrade first the altimeters most susceptible to interference.
 - European Aviation Safety Agency (EASA) issued a Continuation Airworthiness Review Item to investigate the vulnerability of Radio Altimeters to 5G signals, and is engaging with European spectrum regulators.
 - European Conference of Postal and Telecommunications Administrations (CEPT) is studying compatibility between 5G and Radio Altimeters

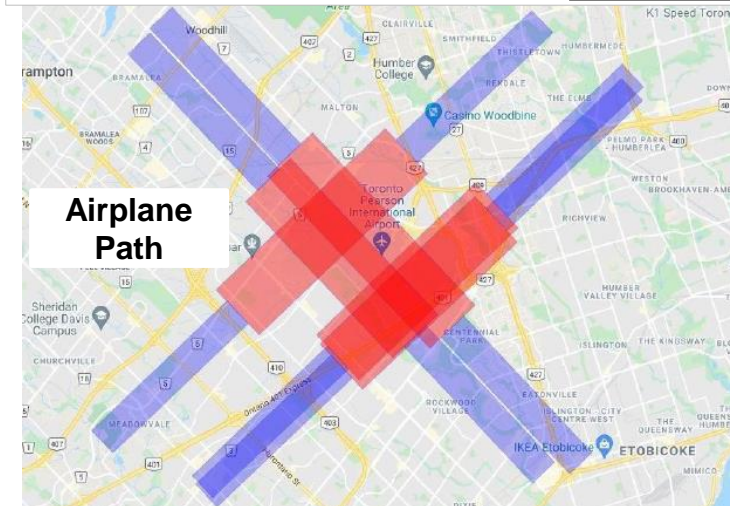
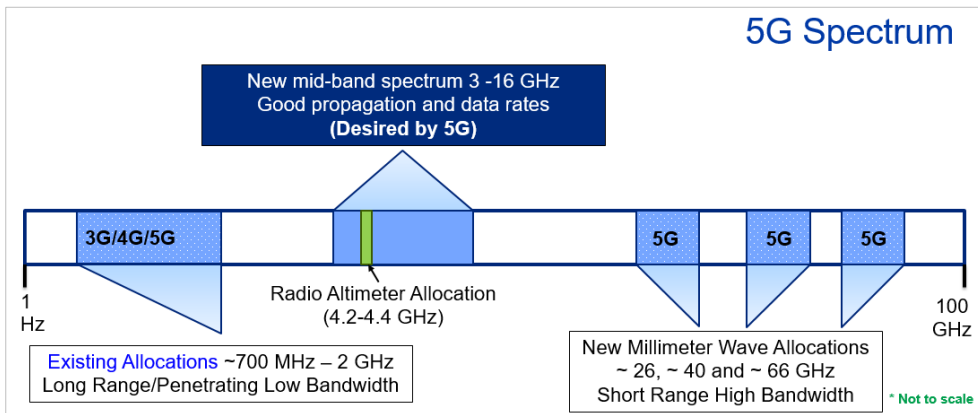
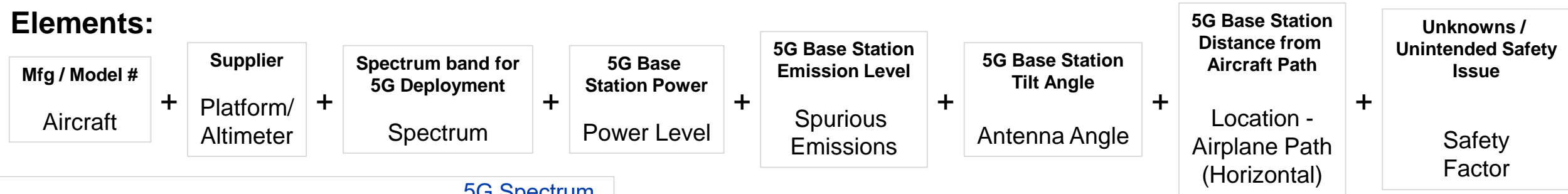
Boeing is participating actively in all these initiatives

Roadmap to Safety

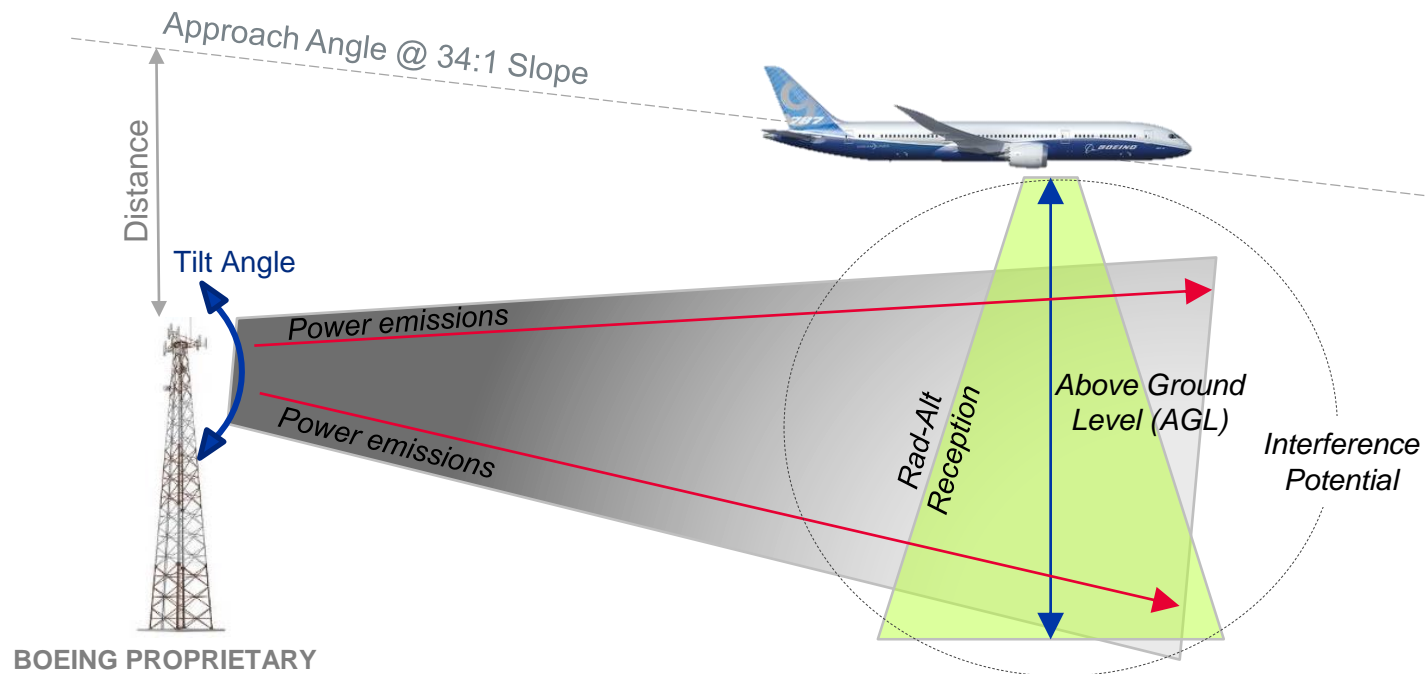
- Efforts are vigorous.
 - Working to finalize radio altimeter standards
 - Test and certify altimeters and aircraft (every make and model must be certified)
 - Install via retrofit and new installations in every aircraft and helicopter requiring an altimeter
- Until changes can be made:
 - Mitigations to 5G deployment, power levels and antenna pointing need to be recognized and adopted

Variables Affecting Interference Potential

Elements:



Copyright © 2022 Boeing. All rights reserved.



5G Interference into Radio Altimeters is a Global Problem

- Interference to Radio Altimeters is a public safety issue!
- Interference can cause numerous aircraft safety hazards
- Restricting deployment and providing mitigations along flight paths and airports will help significantly
- Your support is critical to maintaining public safety
- Q & A

Boeing can Support and Collaborate on Efforts

Joseph Cramer

Director,
Global Spectrum Management
Joseph.Cramer@boeing.com



