

5G in the C-Band: A Safe Environment for Helicopters and MedEvac Transport

5G operates safely in the C-band in nearly 40 countries around the world without causing harmful interference to helicopters or other aviation operations. On January 19th wireless providers will launch 5G in this spectrum band following an agreement developed in collaboration with the FCC, FAA, aviation industry and the White House.

This agreement includes the broadest and most stringent protection for helicopters anywhere in the world. The helicopter industry itself has also been clear that helicopter traffic does not need to be delayed, diverted or canceled due to 5G operations in the C-band.



**Most protective
5G operating
environment
for helicopters
in the world.**



The Most Stringent Protections for Airborne Signals

The U.S wireless industry voluntarily committed to the world's only nationwide limit on 5G signal levels above the horizon. This enhanced protection for in-flight operations ensures no interference to helicopters or other air traffic. As a result of these temporary protections, helicopters, from take-off, through the duration of the flight, to landing, will be in an environment that is more protective of helicopter operations than anywhere in the world.

Helicopters Operate without Experiencing Interference

The United States will launch 5G in spectrum which is the same distance from helicopter operations, and at authorized power levels which are lower than France, Spain, Denmark, Romania, Ireland and Finland. These countries have operated 5G in the C-Band for several years without harmful interference to helicopter traffic. Several flights tests have also been conducted in France, and demonstrate that 5G “had no impact” on radar altimeters tested during helicopter operations.

The United States Has the Greatest Protections for Helicopter Traffic in the World

U.S. wireless providers voluntarily limit 5G deployment in the C-band near public heliports to control signal levels near takeoff and landing for MedEvac and other helicopter flights. No other nation offers protection for heliports from wireless operations in the 3700-3800 MHz band and no other nation offers nationwide protections for helicopter traffic of any kind.

The Helicopter Industry Believes Safe Operations Can Continue

While the overwhelming evidence from the nearly 40 countries operating 5G in the C-band shows there will be no harmful interference, the trade association for the helicopter industry, Helicopter Association International (HAI)¹ has made it clear to the Department of Transportation that “safe operations can be conducted...with an inoperative or unreliable radar altimeter,” and that “it is safer to fly at night with Night Vision Goggles without an operable/normally functioning radar altimeter than it is to fly at night with a fully functioning radar altimeter.”



1. Letter from Helicopter Association International to the US Department of Transportation, October 29, 2001
<https://www.regulations.gov/document/FAA-2021-1028-0001>