Will Wednesday's 5G rollout close your airport? The 88 US airports that face 'catastrophic disruption' by new Verizon and AT&T networks that could interfere with planes' take-off and landing technology

January 19, 2022

Update

5G goes live in the US and sparks international chaos: British Airways and Cathay Pacific become latest carriers scrambling to change transatlantic flights over safety fears around airports as AT&T and Verizon activate their networks at 90%:

- **Verizon and AT&T activated their 5G networks at 12.01am on Wednesday amid airline safety concerns**
- **Delta warned of possible cancellations and United has already started blaming 5G for delays**
- **The world's largest operator of the Boeing 777, Dubai's Emirates, suspended flights to nine US cities**
- **Japan Airlines has canceled three cargo flights and five passenger flights; All Nippon has canceled 20**
- **Air India is not operating between Delhi and JFK, Chicago or San Fran, or between Mumbai and Newark**
- **AT&T and Verizon have agreed not to switch on the 5G towers near major airports for now**
- **The White House intervened between the two industries on Tuesday to broker an agreement**
- **The CEOs of major US airlines had warned of mass chaos if the towers were switched on**

WHICH FLIGHTS HAVE BEEN CANCELED ALREADY?

EMIRATES

All Emirates flights to and from these airports are indefinitely canceled;

Boston, Chicago, Dallas Fort Worth, Houston, Miami, Newark, Orlando, San Francisco and Seattle

The airline's flights to L.A.X., New York City and Dulles are still operating.

ALL NIPPON

20 passenger and cargo flights scheduled on Boeing 777s from Haneda and Narita airports in Japan to the US through Thursday.

The airline is advising passengers with tickets to check if they have been rescheduled to a flight on a different aircraft.

JAPAN AIRLINES

Japan Airlines has canceled three passenger and five cargo flights on Wednesday.

AIR INDIA
All flights between Delhi and from New York, San Francisco and Chicago, and between Mumbai and Newark are canceled until further notice.

Major international airlines are rushing to rejig or cancel flights to the United States after AT&T and Verizon activated their **5G** wireless networks at 12.01am on Wednesday.

The Federal Aviation Administration (FAA) had warned that potential **5G** interference could affect altitude readings that play a key role in bad-weather landings on some jets, and airlines say the Boeing 777 is among models potentially affected.

Despite an announcement by AT&T and Verizon that they would pause the **5G** rollout near airports, several airlines still canceled flights, switched aircraft models, and warned of delays and travel chaos.

Delta Air Lines released a statement that the company 'is planning for the possibility of weather-related cancellations caused by the deployment of new **5G** service in the vicinity of dozens of U.S. airports starting as early as Wednesday.'

United Airlines told customers on a flight from Denver to Houston that a three-hour delay was a result of the new **5G** systems, according to a notice on its website. It also suggested customers with any concerns reach out to the Federal Communications Commission.

British Airways opted to switch aircraft on its daily flight to Los Angeles to an Airbus A380 from the usual Boeing 777 service, two people familiar with the matter told Reuters.

Emirates, Japan Airlines, Air India and All Nippon have canceled some of their Boeing 777 flights to the US over fears that new **5G** towers could pose a safety risk.

The world's largest operator of the Boeing 777, Dubai's Emirates, said earlier it would suspend flights to nine U.S. destinations starting Wednesday.

Emirates flights to New York's JFK, Los Angeles and Washington DC will continue to operate.

Japan's two major airlines, All Nippon Airways and Japan Airlines, said they would curtail Boeing 777 flights.

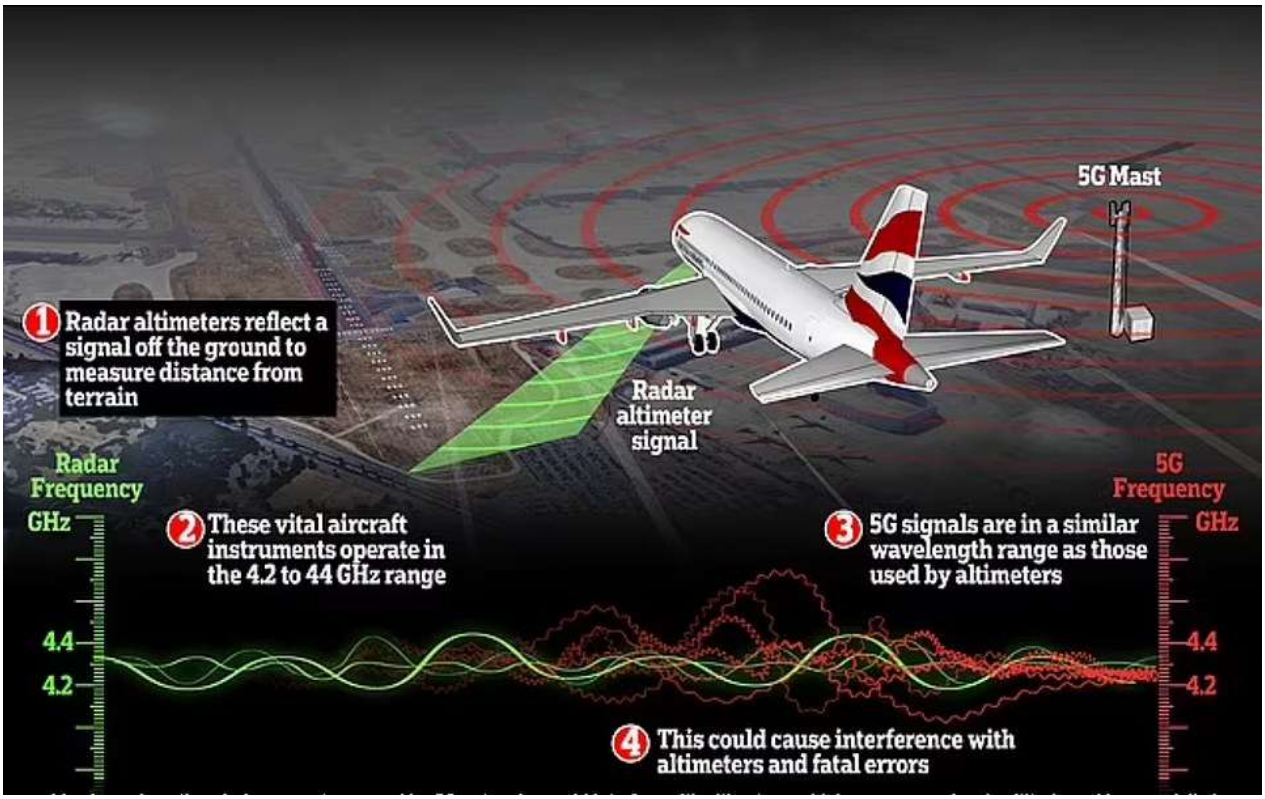
ANA said it was cancelling or changing the aircraft used on some U.S. flights.

Korean Air Lines said it had switched away from 777s and 747-8s on six U.S. passenger and cargo flights, Taiwan's China Airlines said it would reschedule some

flights and Hong Kong's Cathay Pacific Airways said it would deploy different aircraft types if needed.

The airlines said they were acting in response to a notice from Boeing that **5G** signals may interfere with the radio altimeter on the 777, leading to restrictions.

A spokesman for Boeing had no immediate comment.



"This graphic shows how the wireless spectrum used by **5G** networks could interfere with altimeters, which measure a plane's altitude and is especially important for low-visibility operations. The CEOs of the airlines have asked officials that the **5G** be implemented everywhere in the country except within the approximate 2 miles of airport runways at some key airports"

“Delta Air Lines released a statement that the company 'is planning for the possibility of weather-related cancellations caused by the deployment of new 5G service'"

"Korean Air Lines said it had switched away from 777s and 747-8s on six U.S. passenger and cargo flights"

AT&T and Verizon on Tuesday agreed to temporarily defer turning on some wireless towers near key airports in a bid to avert further disruption to U.S. flights.

President Joe Biden hailed the agreement, saying it 'will avoid potentially devastating disruptions to passenger travel, cargo operations, and our economic recovery, while allowing more than 90 percent of wireless tower deployment to occur as scheduled.'

Verizon will temporarily not turn on about 500 towers near airports, sources told Reuters, or less than 10 percent of their planned deployment, while the carriers and the administration work on a permanent solution, sources briefed on the matter said. Details of the agreement, including the length of the pause, were not disclosed.

Both Verizon and AT&T will launch **5G** on Wednesday elsewhere in the country bringing faster speeds to tens of millions of people.

The row erupted on Monday when US airline CEOs begged the Biden administration to stop AT&T and Verizon from rolling out their C-band **5G** technology.

The telecoms giants had been planning to launch the technology across the U.S. on Wednesday, turning on 5,000 towers across the country that will bring Americans' faster internet speeds, including 500 which the airline industry say pose a threat to flight safety.

Both AT&T and Verizon have reluctantly agreed to halt turning on those towers of concern until a resolution can be found, in order to avoid a mass cancelation of flights across America and travel chaos that would up end the already distressed supply chain and scupper consumer travel.

It seemed to appease domestic airlines but did not calm international fear.

Emirates has now canceled flights to Boston, Chicago, Dallas Fort Worth, Houston, Miami, Newark, Orlando, San Francisco and Seattle. All Nippon and Japan Airlines have canceled all of their Boeing 777 flights to the US, and they say they did so at the request of Boeing.

'Boeing has announced flight restrictions on all airlines operating the Boeing 777 aircraft, and we have cancelled or changed the aircraft for some flights to/from the U.S. based on the announcement by Boeing,' a statement from All Nippon Airways said.

Boeing has not confirmed that it has given the order to airlines to ground their U.S. 777s.

It's unclear exactly how many flights have been canceled so far, or how many more will be.

All Nippon said earlier in the day that 20 of its flights would be under review. Japan Airlines has canceled three passenger and five cargo flights on Wednesday.

Air India has canceled flights to and from Delhi to and from New York, San Francisco and Chicago, and between Mumbai and Newark.

Transport Secretary Pete Buttigieg has been unable to offer a solution to the fiasco.

Update

Suspension of flight to several US destinations from 19 January 2022

Last updated: January 18, 2022, 18:22 Dubai (GMT+4)

Due to operational concerns associated with the planned deployment of 5G mobile network services in the US at certain airports, Emirates will be suspending flights to the following US destinations from 19 January 2022 until further notice:

Boston (BOS), Chicago (ORD), Dallas Fort Worth (DFW), Houston (IAH), Miami (MIA), Newark (EWR), Orlando (MCO), San Francisco (SFO) and Seattle (SEA).

Customers holding tickets with the final destination to any of the above will not be accepted at the point of origin.

Emirates flights to New York JFK, Los Angeles (LAX) and Washington DC (IAD) continue to operate as scheduled.

Affected customers do not need to call us immediately for rebooking. Customers can simply hold on to their Emirates ticket and when flights resume, get in touch with their travel agent or booking office to make new travel plans.

Emirates regrets any inconvenience caused. We are working closely with aircraft manufacturers and the relevant authorities to alleviate operational concerns, and we hope to resume our US services as soon as possible.

In order to receive the latest updates on their flights, customers are also advised to ensure that their contact details are updated by visiting Manage Your Booking

"Despite the fact that the towers of concern are not yet operating, Emirates has canceled flights to nine cities out of an abundance of caution. Those cities are Boston, Chicago, Dallas Fort Worth, Houston, Miami, Newark, Orlando, San Francisco and Seattle"

ANA Inspiration of JAPAN

Apology for Flight Cancellations Due to Possible 5G Signal Interference at U.S. Airports

Information as of 0:00JST,January 19th,2022.

With the launch of 5G service in the U.S. on Wednesday, January 19, the U.S. Federal Aviation Administration (FAA) has indicated that radio waves from the 5G wireless service may interfere with aircraft altimeters.

As a result, Boeing has announced flight restrictions on all airlines operating the Boeing 777 aircraft, and we have cancelled or changed the aircraft for some flights to/from the U.S. based on the announcement by Boeing.

We regret to inform you that some of the flights had to be canceled as the Boeing 787 aircraft were not able to be arranged.

However, there will be no impact on international flights other than U.S. flights and domestic flights in Japan.

Please refer to our website "Flight Status" for details on flight cancellations.

Information on international flight status: https://www.ana.co.jp/fs/int/en/

We sincerely apologize for any inconvenience this may cause to our customers.

JAPAN AIRLINES

Cancellation of some U.S. flights with the start of 5G mobile phone operation in the U.S.

Thank you for flying with Japan Airlines.

Boeing has notified us that 5G signals for U.S. mobile phones, which will begin operating in the U.S. on January 19, 2022, may interfere with the radio wave altimeter installed on the Boeing 777.

We have decided not to use this aircraft-type on the U.S. mainland routes until safety is confirmed, and we regret to cancel the flight that cannot be changed to Boeing 787.

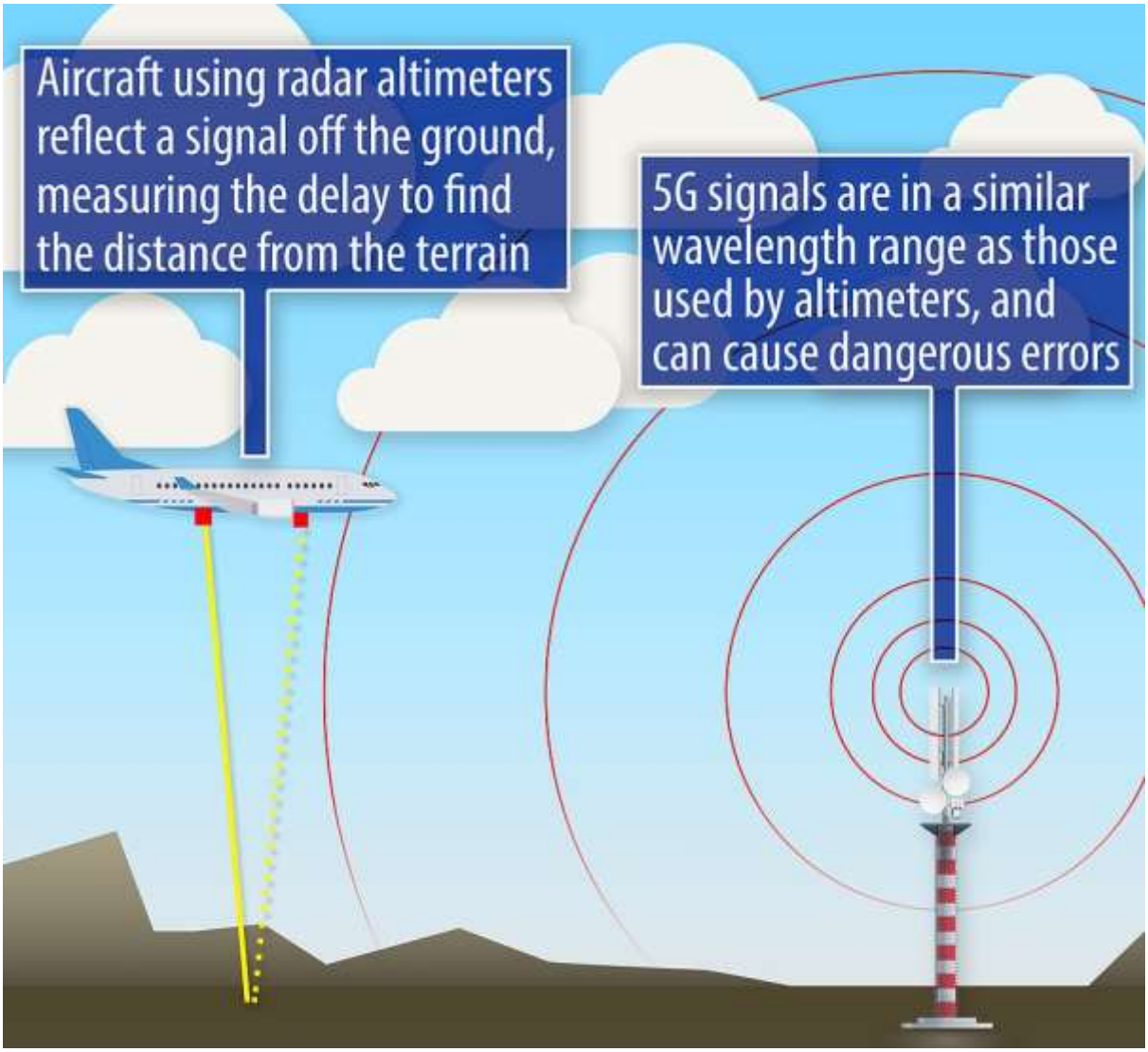
Please use the departure/arrival search function to view the latest flight information before departure.

Search departure and arrival times (departure date +/- 2 days)

We apologize for the inconvenience caused and appreciate your understanding.

January 18, 2022
Japan Airlines

The Japanese airlines say they have been told by Boeing to restrict their 777 aircraft from the U.S. over the **5G** fears



Aviation officials fear that 5G signals near airports could interfere with certain airplane instruments, including the radio altimeter used to gauge altitude

Transport Secretary Pete Buttigieg has not been able to present a solution
'We recognize the economic importance of expanding **5G**, and we appreciate the wireless companies working with us to protect the flying public and the country's supply chain,' said Buttigieg.

'The complex U.S. airspace leads the world in safety because of our high standards for aviation, and we will maintain this commitment as wireless companies deploy **5G**,' he said in a statement.

The Federal Aviation Administration (FAA) has warned that **5G** wireless interference could affect sensitive airplane instruments such as radio altimeters, which are crucial aids to pilots landing in low-visibility operations.

Federal Communications Commission Chair Jessica Rosenworcel said in a statement the FAA 'has a process in place to assess altimeter performance in the **5G** environment and resolve any remaining concerns. It is essential that the FAA now complete this process with both care and speed.'

The telecoms giants say they do not understand why the U.S. has not been able to find a workaround when other countries have been able to launch.

The **5G** signals that Verizon and AT&T want to emit are stronger than those in Europe.

Despite the delay, some international airlines are already canceling flights to the US out of an abundance of caution.

The list of 50 airports with 5G buffers that should be protected

AUSTIN-BERGSTROM INTL
LAURENCE G HANSCOM FLD
BOEING FLD/KING COUNTY INTL
BIRMINGHAM-SHUTTLESWORTH INTL
NASHVILLE INTL
BOB HOPE
AKRON-CANTON
CHARLOTTE/DOUGLAS INTL
DALLAS LOVE FLD
DALLAS-FORT WORTH INTL
DETROIT METRO WAYNE COUNTY
ELLINGTON EWR NEWARK LIBERTY INTL
FRESNO YOSEMITE INTL
FORT LAUDERDALE/HOLLYWOOD INTL
FLINT MICHIGAN
WILLIAM P HOBBY
NEW HAVEN
GEORGE BUSH INTCNTL/HOUSTON
INDIANAPOLIS INTL
LONG ISLAND MAC ARTHUR
JOHN F KENNEDY INTL
HARRY REID INTL
LOS ANGELES INTL
LAGUARDIA
LONG BEACH (DAUGHERTY FLD)
KANSAS CITY INTL
ORLANDO INTL
HARRISBURG INTL
CHICAGO MIDWAY INTL
MCALLEN INTL
MIAMI INTL
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN

ONTARIO INTL
CHICAGO O'HARE INTL
SNOHOMISH COUNTY (PAINE FLD)
PALM BEACH INTL
PHILADELPHIA INTL
PHOENIX SKY HARBOR INTL
ST PETE-CLEARWATER INTL
PITTSBURGH INTL
RALEIGH-DURHAM INTL
FREDERICK DOUGLASS/GREATER ROCHESTER INTL
SEATTLE-TACOMA INTL
SAN FRANCISCO INTL
NORMAN Y MINETA SAN JOSE INTL
JOHN WAYNE/ORANGE COUNTY
ST LOUIS LAMBERT INTL
SYRACUSE HANCOCK INTL
TETERBORO

It's unclear how long the FAA and airlines now have to resolve their safety concerns.

AT&T is now demanding to know why the FAA - a government body - waited so long before sounding such alarm.

'We are frustrated by the FAA's inability to do what nearly 40 countries have done, which is to safely deploy **5G** technology without disrupting aviation services, and we urge it do so in a timely manner.'

Despite the urgency conveyed by the CEOs of American Airlines, JetBlue, Delta Air Lines, United Airlines and Southwest Airlines, as well as officials from FedEx Express and UPS Airlines, Transport Secretary Buttigieg has yet to make a public statement about the issue ahead of Wednesday's rollout.

Of 88 airports that could be affected around the country, there are currently 50 with **5G** buffers around them to reduce the interference of **5G.**

The FAA has not named the remaining 38 affected airports.

Despite the buffer, the airports could still face **5G** interference.

If any of the 88 airports experience bad weather, where altimeters are a necessity, the FAA and U.S. airlines said flights would be cancelled, diverted or delayed.

Allied Pilots Association spokesperson Dennis Tajer echoed the airlines' concerns and urged the cellular companies to push back the **5G** rollout.

'This is reckless, it's dangerous, and it's got to stop,' Tajer told the **Today Show** on Tuesday.

'Take a pause. This is about a cellphone signal, and we're focused on protecting lives.'

The warning comes after airline International airports and airlines have also begun warning customers to check if their trips to the U.S. will be cancelled or delayed due to the **5G** launch.

Although the FAA approved 48 of the 88 airports most directly affected by **5G** to use two radio altimeters to avoid confusion on Sunday, it ultimately issued an order to all pilots to avoid using the instruments because they could still face issues.

The buffer zones call for the **5G** towers to be located at least two miles away from airports and to limit the towers' heights.

'Even with the approvals granted by the FAA..., U.S. airlines will not be able to operate the vast majority of passenger and cargo flights due to the FAA's **5G**-related flight restrictions unless action is taken prior to the planned January 19 rollout,' Airlines for America, which represents American Airlines, Delta Airlines and FedEx, told Reuters.

As of Tuesday morning, the stocks for American Airlines, United Airlines, JetBlue Airways and Southwest Airlines remained stable with a small upward trend.

AT&T and Verizon, which won nearly all of the C-Band spectrum in an $80 billion auction last year to launched their **5G** services, had agreed to buffer zones around 50 airports to reduce interference risks and take other steps to cut potential interference for six months.

'Even with these new approvals, flights at some airports may still be affected,' the FAA warned in a statement.

'The FAA also continues to work with manufacturers to understand how radar altimeter data is used in other flight control systems. Passengers should check with their airlines if weather is forecast at a destination where **5G** interference is possible.'

Despite the worries in America, **5G's** possible effects on planes has not been a major concern in Europe.

White House wants **5G** solution that protects air safety

Allied Pilots Association spokesperson Dennis Tajer urged cellular companies to push back their **5G** rollout due to the signal's effect on a plane's altitude reading.

Airline CEOs are calling for “immediate intervention” ahead of Wednesday’s **5G** rollout, warning it may cause massive flight disruptions nationwide

DOES 5G POSE A THREAT TO AIRLINE SAFETY?

The chief executives of major U.S. passenger and cargo airlines have warned of a 'catastrophic' aviation crisis this week as AT&T and Verizon deploy new **5G** services.

They said the new C band **5G** service set to begin on Wednesday could render a significant number of aircraft unusable, causing chaos for U.S. flights and potentially stranding tens of thousands of Americans overseas.

Here is the background to the dispute:

WHAT HAPPENED?

The United States auctioned mid-range **5G** bandwidth to mobile phone companies in early 2021 in the 3.7-3.98 GHz range on the spectrum known as C band, for about $80 billion.

WHY IS THAT A PROBLEM?

The U.S. Federal Aviation Administration (FAA) has warned that the new **5G** technology could interfere with instruments such as altimeters, which measure how far above the ground an airplane is travelling.

Altimeters operate in the 4.2-4.4 GHz range and the concern is that the auctioned frequencies sit too close to this range.

In addition to altitude, altimeter readouts are also used to facilitate automated landings and to help detect dangerous currents called wind shear.

United Airlines CEO Scott Kirby said last month the FAA's **5G** directives would bar the use of radio altimeters at about 40 of the biggest U.S. airports.

U.S. airlines have warned the directives could disrupt up to 4% of daily flights.

Kirby said if left unresolved it could mean that at major U.S. airports in the event of bad weather, cloud cover or even heavy smog 'you could only do visual approaches essentially.'

WHAT DIFFERENCE DOES THE FREQUENCY MAKE?

The higher the frequency in the spectrum, the faster the service. So in order to get full value from **5G**, operators want to operate at higher frequencies.

Some of the C band spectrum auctioned had been used for satellite radio but the transition to **5G** means there will be much more traffic.

WHAT DO THE TELECOMS COMPANIES SAY?

Verizon and AT&T have argued that C band **5G** has been deployed in about 40 other countries without aviation interference issues.

They have agreed to buffer zones around 50 airports in the United States, similar to those used in France, for six months to reduce interference risks.

WHY NOT AN ISSUE ELSEWHERE?
The European Union in 2019 set standards for mid-range **5G** frequencies in a 3.4-3.8 GHz range, a lower frequency than the service set to be rolled out in the United States. The bandwidth has been auctioned in Europe and is in use in many of the bloc's 27 member states so far without issue.

The European Union Aviation Safety Agency (EASA), which oversees 31 states, said on Dec. 17 the issue was specific to U.S. airspace. 'At this stage, no risk of unsafe interference has been identified in Europe,' it said.

FAA officials have noted the spectrum used by France (3.6-3.8 GHz) sits further away from the spectrum (4.2-4.4 GHz) used for altimeters in the United States and France's power level for **5G** is much lower than what is authorized in the United States.

Verizon has said it will not use spectrum that is closer to the higher band for several years.

In South Korea, the **5G** mobile communication frequency is 3.42-3.7 GHz band and there has been no report of interference with radio wave since commercialization of **5G** in April 2019.

Currently, **5G** mobile communication wireless stations are in operation near airports, but there have been no reports of problems.

'Wireless carriers in nearly 40 countries throughout Europe and Asia now use the C band for **5G**, with no reported effects on radio altimeters that operate in the same internationally designated 4.2-4.4 GHz band,' CTIA, a U.S. wireless trade group, said in a filing with the Federal Communications Commission.
-Reuters

Last month, Britain's Civil Aviation Authority issued a statement that **5G** emission's won't harm British airlines.

What are US airlines worried about and could British planes be affected?
The debate about whether **5G** has the potential to interfere with crucial aeroplane instruments is intense and unresolved.

What are the airlines worried about?
Airlines are concerned that the new **5G** network could affect aircraft instruments including altimeters, which measure a plane's distance from the ground.

This is because both the new **5G** network and the altimeters will operate at a similar wavelength.

What are the networks saying?
AT&T and Verizon say there is no evidence their new network will interfere with aircraft operating systems. They have previously delayed the rollout to allow for more research to take place.

What is the view in the UK and Europe?
5G is not seen as a problem for aircraft in Britain or Europe, according to the UK's Civil Aviation Authority (CAA), Ofcom and EU Aviation Safety Authority.

All three insist there is no evidence **5G** interferes with aircraft systems. **5G** in Europe is on a different wavelength, which is seen as less likely to affect planes than the one used in America.

'Conversations with [national aviation authorities] has established that there have been no confirmed instances where **5G** interference has resulted in aircraft system malfunction or unexpected behavior,' the agency said, adding that it will continue to monitor the issue.

AT&T and Verizon told DailyMail.com on Tuesday that they were not commenting on the issue at this time.

On Monday, the CEOs of American Airlines, JetBlue, Delta Air Lines, United Airlines and Southwest Airlines, as well as officials from FedEx Express and UPS Airlines, wrote a letter to government officials urging them to pause the launch of **5G**.

The CEOs warned that a significant number of widebody aircrafts will become unusable and 'could potentially strand tens of thousands of Americans overseas.'

'Unless our major hubs are cleared to fly, the vast majority of the traveling and shipping public will essentially be grounded,' the CEOs wrote.

'The harm that will result from deployment on January 19 is substantially worse than we anticipated for two key reasons,' they explained.

The CEOs also argued that because radio altimeters provide critical information to other safety and navigation systems in modern airplanes, multiple modern safety systems 'will be deemed unusable.'

'Airplane manufacturers have informed us that there are huge swaths of the operating fleet that may need to be indefinitely grounded.'

'The ripple effects across both passenger and cargo operations, our workforce and the broader economy are simply incalculable,' the CEOs wrote as they asked officials 'that **5G** be implemented everywhere in the country except within the approximate 2 miles of airport runways' at some key airports.

'Immediate intervention is needed to avoid significant operational disruption to air passengers, shippers, supply chain and delivery of needed medical supplies.'

The carriers added they urge action to ensure '**5G** is deployed except when towers are too close to airport runways until the FAA can determine how that can be safely accomplished without catastrophic disruption.'

The letter, which was obtained by DailyMail.com, went to White House National Economic Council director Brian Deese, Transportation Secretary Pete Buttigieg, FAA Administrator Steve Dickson and Federal Communications Commission (FCC) Chairwoman Jessica Rosenworcel.

Airlines late on Monday were considering whether to begin canceling some international flights that are scheduled to arrive in the United States on Wednesday.

'With the proposed restrictions at selected airports, the transportation industry is preparing for some service disruption. We are optimistic that we can work across industries and with government to finalize solutions that safely mitigate as many schedule impacts as possible,' plane maker Boeing said.

United Airlines also separately warned on Monday that the issue could affect more than 15,000 of its flights, 1.25 million passengers and snarl tons of cargo annually.

United said it faces 'significant restrictions on 787s, 777s, 737s and regional aircraft in major cities like Houston, Newark, Los Angeles, San Francisco and Chicago.'

JetBlue Airways Chief Executive Officer Robin Hayes told employees on Monday that the planned rollout of new **5G** service by AT&T and Verizon on Wednesday is set to 'further stress our already fragile air system.'

Hayes said in a memo that the airline is preparing for the 'worst' when the new service and new flight restrictions take effect.

'While we will do our best to avoid customer disruption, we won't be able to avoid the impact of this, including significant flight delays, cancellations, and diversions in low visibility flying,' Hayes wrote.

One area of concern is whether some or all Boeing 777s will be unable to land at some key U.S. airports after **5G** service starts, as well as some Boeing cargo planes, airline officials told Reuters.

The airlines urged action to ensure '**5G** is deployed except when towers are too close to airport runways until the FAA can determine how that can be safely accomplished without catastrophic disruption.'

The FAA said on Sunday it had cleared an estimated 45% of the U.S. commercial airplane fleet to perform low-visibility landings at many airports where **5G** C-band will be deployed and they expect to issue more approvals before Wednesday.

The airlines noted on Monday that the list did not include many large airports.

The CEOs of major airlines and Boeing Chief Executive Dave Calhoun held a lengthy call with Buttigieg and Dickson on Sunday to warn of the looming crisis, officials told Reuters.

The CEOs of some of the nation's largest airlines wrote to federal officials on Monday warning about the potential negative effects of **5G.**

Altimeter's are a key tool for pilots landing in low-visibility conditions

THE EVOLUTION OF MOBILE BROADBAND UP TO 5G

The evolution of the G system started in 1980 with the invention of the mobile phone which allowed for analogue data to be transmitted via phone calls.

Digital came into play in 1991 with 2G and SMS and MMS capabilities were launched.

Since then, the capabilities and carrying capacity for the mobile network has increased massively.

More data can be transferred from one point to another via the mobile network quicker than ever.

5G is expected to be 100 times faster than the currently used 4G.

Whilst the jump from 3G to 4G was most beneficial for mobile browsing and working, the step to **5G** will be so fast they become almost real-time.

That means mobile operations will be just as fast as office-based internet connections. Potential uses for **5G** include:

- Simultaneous translation of several languages in a party conference call
- Self-driving cars can stream movies, music and navigation information from the cloud
- A full length 8GB film can be downloaded in six seconds.

5G is expected to be so quick and efficient it is possible it could start the end of wired connections.

By the end of 2020, industry estimates claim 50 billion devices will be connected to **5G**.

But the issue doesn't just affect airplanes - they could also have a negative effect on the nation's helicopters, including lifesaving medevac choppers.

Under U.S. law, all commercial helicopters must have a working altimeter in order to fly. Without them, officials warn, landing in remote areas or on hospital landing pads will be near impossible.

Helicopter Association International petitioned the FAA in October asking for medevacs to be exempt from the law when **5G** rolls out, and the FAA granted it last week for areas where **5G** C-Band interference could affect the radio altimeter.

Airlines for America, the group that organized the letter, declined to comment.

The CEO's also complained that: 'Given the short time frame and the exigency of this completely avoidable economic calamity, we respectfully request you support and take whatever action necessary to ensure that **5G** is deployed except when towers are too close to airport runways until the FAA can determine how that can be safely accomplished without catastrophic disruption.'

The FAA said it 'will continue to ensure that the traveling public is safe as wireless companies deploy **5G**.

'The FAA continues to work with the aviation industry and wireless companies to try to limit **5G**-related flight delays and cancellations.'

The other government agencies did not comment.

The U.K. CAA, the mobile phone industry and Ofcom released statements earlier this month in response to U.K. concerns. They said they did not share the worries of that in the U.S. at this stage.

A spokesperson for the CAA, the UK equivalent to the FAA, said: 'We are aware of reports that suggest that the frequency band being used for **5G** in a number of countries could potentially pose a risk of interference with aircraft radio altimeters.

'There have been no reported incidents of aircraft systems being affected by **5G** transmissions in U.K. airspace, but we are nonetheless working with Ofcom and the Ministry of Defense to make sure that the deployment of **5G** in the U.K. does not cause any technical problems for aircraft.'

A spokesperson for Ofcom said: 'We're aware that the aviation sector is looking at this; we've done our own technical analysis and are yet to see any evidence that would give us cause for concern.'

Gareth Elliott, head of policy and communications at Mobile U.K., which represents mobile networks, said: 'The U.K.'s mobile network operators follow all health and safety guidelines and engage with a variety of industries on interference.

'Mobile operators are actively coordinating with the aviation authorities to ensure no interference in the U.K.

In all of the report information above there is very little (virtually none) information on the **5G** EMF wireless energy modulation rate. Europe learned from the Chinese and South Korean accident of operating their **5G** systems at full power mode. It resulted in massive death numbers. At 60-GHz, **5G** is lethal/fatal. Human beings are 70% or thereabouts water or liquid. The molecules in your body begin to “dance” or oscillate and vibrate, thus disrupting the flow of oxygen within the human body. Your home microwave oven does this when you are heating up a hot drink or soups. Modulating up to the 60-GHz damages the DNA structure, and other organs of the body. Europe is probably operating its **5G** EMF at a much lower modulation level than what AT&T and Verizon wants to operate. It is interesting how all parties in this report obfuscated by never making reference to the real issue of **5G** EMF. **5G** is potentially an Extinction Level Event!

Had the parties revealed the danger of **5G** EMF they would have brought down a fire storm down upon them from the public, currently interested in being able to get down-loaded movies in seconds and being able to communicate from a cruise ship in Arctic waters. The real issue is that of energy level. To be efficient and effective **5G** needs the power to overcome obstacles such as fog, snow, rain, mist, dust, clouds, and physical objects like trees, telephone poles, buildings, etc. The weak link of **5G** is its need to be obstruction-free point-to-point or beaming pattern and it requires “energy” to maintain a strong signal link. I should mention at the higher modulation, **5G** causes cancer! The participant’s information skirted the real issue why certain Boeing aircraft

are of concern, 737, 747, 777, and 787. It is my educated guess that it has to do with lack of aircraft shielding from an EMP or lightning strike. **5G** when operated at higher modulated energy will burn out or fry the electronics and navigation instruments. The public has absolutely no idea of what is about to happen with **5G**, especially if AT&T and Verizon insist operating at full power.

I just finished a related article for posting titled: **"The Corona of 5G"** that has a linked video by Mark Steele, who goes into what **5G** is really all about. Do read it and watch Mark Steele's video. Here is the link: **The Corona of 5G**

If you just want to view the Mark Steele video, use the link just below:

https://seed177.bitchute.com/CL6NVTZ5Q3Yv/0DvpXsU70zD7.mp4

THIS WILL EXPLAIN WHY YOU DO NOT WANT TO TAKE VACCINES, FLU SHOTS, OR EVEN USE THE FREE VIRUS TEST KITS. IF YOU HAVE TAKEN A VAXX, HOPE IT WAS A PLACEBO. IF YOU HAD A REACTION TO THE SHOT IT WAS NOT LIKELY TO BE A PLACEBO. YOU HAVE TWO YEARS UNTIL YOU ARE DEAD!

Blessings,

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