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## Use of 3.4 - 3.8 GHz band for 5G networks in the Amsterdam FIR

### 1 INTRODUCTION

Starting in the summer of 2024, public mobile (5G based) networks in the 3.4 – 3.8 GHz band are activated in the Netherlands, nationwide and comprising most of the Amsterdam FIR.

### 2 BACKGROUND

The 2020 Radio Technical Commission for Aeronautics (RTCA) report<sup>1)</sup> triggered global concern on the potential interference between public mobile networks (based on 5G technology) and certain radio altimeter models which operate in the 4.2 – 4.4 GHz band. ICAO urged states<sup>2)</sup> to consider aviation safety in deciding how to enable both systems in safe coexistence. It should be noted that the USA situation that triggered these concerns has different parameters from the European public mobile networks, mainly the USA public mobile band being closer (up to 3.98 GHz) to the radio altimeters band and using higher power levels.

EASA monitors the situation and so far has not identified conclusive evidence of an unsafe condition of radio altimeters caused by public mobile networks already operating in Europe in the 3.4 - 3.8 GHz band<sup>3)</sup>. Therefore, in The Netherlands, no restrictions regarding the deployment of public mobile (5G based) networks have been implemented. The CAA-NL (the Human Environment and Transport Inspectorate) will monitor and investigate reported occurrences regarding radio altimeters and will take safety measures when required.

<sup>1)</sup> RTCA, October 7, 2020, Paper No. 274-20/PMC-2073

<sup>2)</sup> ICAO, 2021, State Letter SP 74/1-21/22

<sup>3)</sup> European Commission, EU Roadmap for ensuring safe coexistence between mobile networks and aircraft radio altimeters within the frequency range 3.4 – 4.4 GHz in the Union, 18 april 2024 version 1

### 3 RECOMMENDATIONS AND OCCURRENCE REPORTING

Operators are encouraged to follow any recommendations coming from EASA and their aircraft or radio altimeter manufacturers on the subject.

Pilots who experience radio altimeter anomalies should inform air traffic control as soon as practically possible to allow appropriate operational measures to be taken when necessary.

Operators are requested to, potentially in addition to the requirements in EU Regulation (EU) 376/2014, report occurrences of radio altimeter anomalies as soon as practicable and with as much detail as possible about the occurrence and time and location. Occurrences in commercial aviation shall be reported through <https://e2.aviationreporting.eu/reporting> and for other aviation parties through the appropriate channels as described by the CAA NL (<https://www.ilent.nl/onderwerpen/voorvallen-luchtvaart>, in Dutch).

### 4 MORE INFORMATION

Information on the location of 5G capable network base stations (however, not band-specific) can be found in The Netherlands antenna register on <https://www.antenneregister.nl>.

Information on the EASA position and recommendations can be found in EASA SIB 2021-16 which was amended in June 2023 into SIB 2021-16R1: <https://ad.easa.europa.eu/ad/2021-16R1> (EASA Safety Publications Tool).

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