

US Airlines: 'Dangerous 5G Rollout Will Grind Commerce to a Halt'

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by [21st Century Wire](#)

January 19, 2022

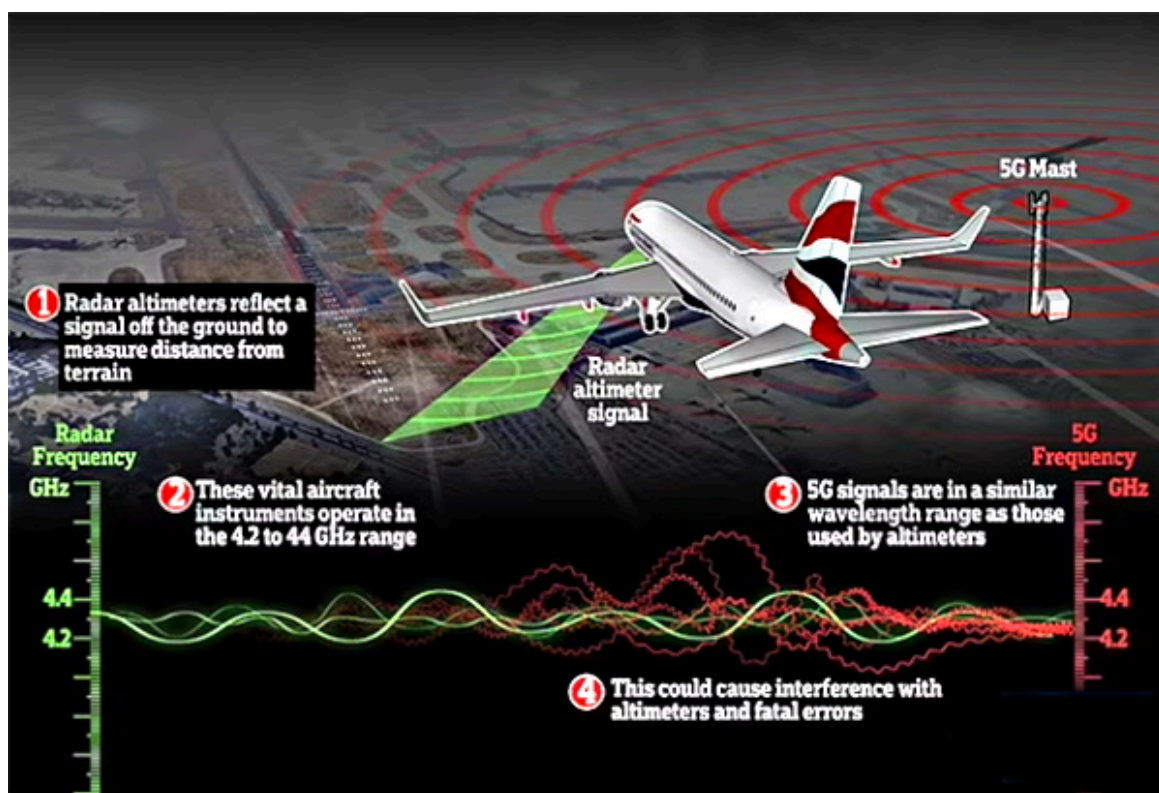


Image Source: UK Daily Mail

Earlier this month, 21WIRE raised the alarm about the dangerous consequences of western governments' reckless 5G roll-out, which will leave airlines exposed to to incredible risks in terms of navigation interference due to the untested

5G [C-band signal](#) which will disrupt modern passenger and cargo airplanes that rely on sensitive radio altimeters to calculate their altitude above the ground in low visibility conditions. In addition, the 5G signal could also affect airplane's essential safety features.

Due to pressure from corporate giants like AT&T and Verizon and other Big Tech firms, government agencies have opted to ignore this risk and press ahead anyway with this experimental unregulated technology.

Now airlines are finally speaking out about the blatant collusion between 5G stakeholders and corrupt government agencies.

Paul Shiver from [The Blaze](#) writes...

As telecommunication giants Verizon and AT&T prepare to roll out their hotly anticipated new 5G service on Wednesday, major U.S. airlines are warning that the launch will result in "catastrophic" disruption for the aviation industry.

In a letter sent Monday to Biden administration officials, a group of airline CEOs stressed that the forthcoming C-Band 5G deployment would ground "huge swaths" of the U.S. fleet 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," they said in the letter, [viewed by NBC News](#).

The airline executives stated plainly that the rollout could be accompanied by an aviation crisis the likes of which the country has never seen.

"To be blunt, the nation's commerce will grind to a halt," they stated plainly.

The letter was reportedly signed by the CEOs of American

Airlines, United Airlines, Delta Air Lines, Southwest Airlines, and Jet Blue, as well as by leaders of shipping companies UPS and FedEx.

What else?

Fifth-generation wireless technology, known simply as 5G, is expected to deliver ultra-fast internet speeds, massive capacity, and increased connectivity to users. However, the chief executives argued that, as it stands, 5G signals would interfere with safety equipment that pilots rely on to take off and land in inclement weather.

[CNBC noted](#) that the Federal Aviation Administration has indeed warned that potential interference could affect sensitive airplane instruments such as altimeters, which measure the distance from the bottom of an aircraft to the ground during low visibility operations.

As of Sunday, [the FAA had only cleared](#) an estimated 45% of the U.S. commercial airplane fleet to perform low-visibility landings at airports where the 5G service would be deployed.

“This means that on a day like yesterday, more than 1,100 flights and 100,000 passengers would be subjected to cancellations, diversions, or delays,” the CEOs cautioned in the letter, adding, “Immediate intervention is needed to avoid significant operational disruption to air passengers, shippers, supply chain and delivery of needed medical supplies”



Airlines for America®

We Connect the World

January 17, 2022

The Honorable Brian Deese
National Economic Council Director
Executive Office of the President
1600 Pennsylvania Avenue, NW
Washington, D.C. 20500

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

The Honorable Stephen M. Dickson
Administrator
Federal Aviation Administration
800 Independence Avenue, SW
Washington, D.C. 20591

The Honorable Jessica Rosenworcel
Chairwoman
Federal Communications Commission
445 12th Street, SW
Washington, D.C. 20554

Subject: Immediate Action to Address 5G Interference with National Aviation System

Dear Director Deese, Secretary Buttigieg, Administrator Dickson and Chairwoman Rosenworcel:

Despite the recent collaboration and data sharing between the telecommunications industry, the Federal Aviation Administration (FAA) and the aviation industry, commercial aviation in the United States is facing major disruption of the traveling and shipping public based on our evaluation of the data and discussions that have been ongoing to resolve the issue of how best to deploy 5G "C-band" in a safe manner around U.S. airports.

We are writing with urgency to request that 5G be implemented everywhere in the country *except within the approximate 2 miles of airport runways at affected airports as defined by the FAA on January 19, 2022*. This will allow 5G to be deployed while avoiding harmful impacts on the aviation industry, traveling public, supply chain, vaccine distribution, our workforce and broader economy. We further ask that the FAA immediately identify those base stations closest to key airport runways that need to be addressed to ensure safety and avoid disruption in a manner that is narrowly focused and consistent with the agreement established on January 3, 2022.

Immediate intervention is needed to avoid significant operational disruption to air passengers, shippers, supply chain and delivery of needed medical supplies. The harm that will result from deployment on January 19 is substantially worse than we originally anticipated for two key reasons.

First, we understand that most of the 50 large airports that were identified by the FAA for relief will still be subject to flight restrictions on January 19. The FAA's statement yesterday minimizes the fact that they are not granting relief to airports that are used by most of the traveling and shipping public. Unless our major hubs are cleared to fly, the vast majority of the traveling and shipping public will essentially be grounded. This means that on a day like yesterday, more than 1,100 flights and 100,000 passengers would be subjected to cancellations, diversions or delays.

Second, flight restrictions will not be limited to poor weather operations. Because radio altimeters provide critical information to other safety and navigation systems in modern airplanes, multiple modern safety systems on aircraft will be deemed unusable causing a much larger problem than what we knew on January 5, 2022. Airplane manufacturers have informed us that there are huge swaths of the operating fleet that may need to be indefinitely grounded. In addition to the chaos caused domestically, this lack of usable widebody aircraft could potentially strand tens of thousands of Americans overseas.

1275 Pennsylvania Ave, NW Suite 1300 Washington, DC 20004 T 202.626.4000 W airlines.org

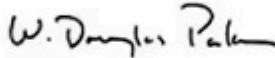
The ripple effects across both passenger and cargo operations, our workforce and the broader economy are simply incalculable. Every one of the passenger and cargo carriers will be struggling to get people, shipments, planes and crews where they need to be. To be blunt, the nation's commerce will grind to a halt.

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. We stand ready and eager to continue our work with the U.S. government and mobile wireless providers on finding a solution set that allows 5G to expand to the "C-Band" while also protecting aviation from devastating operational restrictions. However, immediate action is necessary to provide ample time for those discussions to move forward in any meaningful way.

Sincerely,



Ben Minicucci
CEO
Alaska Air Group



W. Douglas Parker
Chairman & CEO
American Airlines



John W. Dietrich
President & CEO
Atlas Air Worldwide




Ed Bastian
CEO
Delta Air Lines



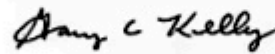
Scot Struminger
EVP & CEO, Aviation
FedEx Express



Peter R. Ingram
President & CEO
Hawaiian Airlines



Robin Hayes
CEO
JetBlue Airways




Gary C. Kelly
Chairman & CEO
Southwest Airlines



Scott Kirby
CEO
United Airlines Holdings



Brendan Canavan
President
UPS Airlines



Nicholas E. Calio
President & CEO
Airlines for America

cc: John Stankey, Chief Executive Officer, AT&T, Inc.
Hans Vestberg, Chairman and Chief Executive Officer, Verizon Communications, Inc.

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