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This AIC is issued for dissemination of the decisions contained in the Ministry of Civil Aviation's letter No. AV-29012/133/2022-DG dated 11.11.2025


(Faiz Ahmed Kidwai)

Director General of Civil Aviation

Subject: Fitment of modified Radio Altimeters on aircraft due to the impact of 5G C-Band (3300–3600 MHz)- reg

Due to the impact of 5G C-Band (3300–3600 MHz) transmission on Radio Altimeters (RAs), Ministry of Civil Aviation (MoCA) approved the orders relating to mandatory modification / retrofit of radio altimeters on airplane(s) and rotorcraft to ensure tolerance to 5G C-Band emissions. Copy of orders are appended as Appendix A and B respectively.

The orders, applicable to all airplane(s) and rotorcraft operating in Indian airspace, mandates that the required modification / retrofit to ensure radio altimeter tolerant to 5G C-Band interference shall be completed **on or before 31st December 2027**. The orders also specify the interim actions to be taken by aircraft operators, including amendments to Aircraft Flight Manual (AFM) / Rotorcraft Flight Manual (RFM) limitations for non-tolerant aircraft.

ORDER – for Airplanes**(a) Subject**

Air Transport Association (ATA) of America Code 34, Navigation.

(b) Unsafe Condition - This order was prompted by a determination that radio altimeters cannot be relied upon to perform their intended function if they experience interference from wireless broadband operations in the 3.3–3.67 GHz frequency band (5G C-Band in India). DGCA is issuing this AD because radio altimeter anomalies that are undetected by the automation or pilot, particularly close to the ground (e.g., landing flare), could lead to loss of continued safe flight and landing. Additionally, radio altimeter anomalies could lead to increased flight crew workload and flight crew desensitization to warnings.

(c) Applicability- This order applies to all airplanes certificated in any category, equipped with radio altimeter(s). These radio altimeters are installed on various airplane models including but not limited to, the airplanes for which the design approval holder is identified below:

1. Airbus
2. American Champion Aircraft Corporation
3. ATR- GIE Avions De Transport Regional
4. BAe Systems
5. Boeing Company
6. Bombardier Inc
7. Cirrus Design Corporation
8. Dassault Aviation
9. Diamond Aircraft Industries
10. Eclipse Aviation Corporation
11. Embraer-Empresa Brasileira de Aeronáutica SA
12. EVEKTOR, spol. sr.o.
13. Gippsland Aeronautics, Australia
14. Grob Aircraft SE
15. Gulfstream Aerospace
16. Honda Aircraft Company
17. LET Kunovice (Aircraft Industries, a.s.)
18. Maule Air Inc.
19. OMA SUD SPA Sky Technologies
20. Pacific Aerospace Ltd.
21. Piaggio Aero Industries
22. Pilatus Aircraft Ltd.
23. Piper Aircraft Corporation
24. Polskie Zaklady Lotnicze SpZo.o
25. Quest Aircraft Company
26. Stemme GmbH

- 27. Tecnam Aircraft Company
- 28. Textron Aviation Inc
- 29. Viking Air Ltd. (Twin Otter)
- 30. Virus
- 31. Yaborã Indústria Aeronáutica S.A.
- 32. Zlin Aircraft a.s.

(d) Effective Date—This order is effective on 31st December 2027

(e) Compliance—Comply with this Order within the compliance times specified, unless already done.

(f) Definitions

For the purpose of this Order, a ‘radio altimeter tolerant airplane’ is one for which the radio altimeter, as installed, demonstrates tolerance to 5G C-Band emissions. No actions are required by this Order for radio altimeter tolerant airplane.

(g) AFM Revision

(i) For non-radio altimeter tolerant airplane, before further flight, revise the Limitations Section of the existing AFM to include the information specified in figure 1 of this Order. This may be done by inserting a copy of Figure 1 of this Order into the existing AFM.

<p>(Required by DGCA Order _____ dated _____ Effective from 31st December 2027</p>
<p>Due to the presence of 5G C-Band wireless broadband interference, when operating in Indian airspace, the following operations requiring radio altimeter are prohibited:</p> <ul style="list-style-type: none">- Instrument Landing System (ILS) Instrument Approach Procedures (IAP), SA CAT I, SA CAT II, CAT II, and CAT III- Automatic Landing operations- Manual Flight Control Guidance System operations to landing/head-up display (HUD) to touchdown operation- Use of Enhanced Flight Vision System (EFVS) to touchdown

Figure -1– AFM Revision for non-radio altimeter tolerant airplanes

(h) Terminating action for AFM Limitations

(1) Modifying the airplane from a non-radio altimeter tolerant airplane to a radio altimeter tolerant airplane terminates the limitations in paragraph (g) of this Order for that airplane.

(2) After modifying the airplane to a radio altimeter tolerant airplane, the limitations specified by paragraph (g) of this Order may be removed from the AFM.

ORDER – for Rotorcraft

(a) Subject

Air Transport Association (ATA) of America Code 3444, Ground Proximity System.

(b) Unsafe Condition - This order was prompted by a determination that radio altimeters cannot be relied upon to perform their intended function if they experience interference from wireless broadband operations in the 3.3–3.67 GHz frequency band (5G C-Band in India). DGCA is issuing this AD because radio altimeter anomalies that are undetected by the automation or pilot, particularly close to the ground could lead to loss of continued safe flight and landing.

(c) Applicability- This order applies to all rotorcrafts certificated in any category, equipped with radio altimeter(s). These radio altimeters are installed on various rotorcraft models including but not limited to, the rotorcrafts for which the design approval holder is identified below:

1. Airbus helicopters
2. Bell helicopters
3. Enstrom Helicopter Corporation
4. Kamov Helicopter
5. Leonardo S.p.A.
6. Robinson helicopters
7. Sikorsky Aircraft Corporation

(d) Effective Date – This order is effective on 31st December 2027

(e) Compliance – Comply with this Order within the compliance times specified, unless already done.

(f) Definitions

For the purpose of this Order, a 'radio altimeter tolerant rotorcraft' is one for which the radio altimeter, as installed, demonstrates tolerance to 5G C-Band emissions. No actions are required by this Order for radio altimeter tolerant rotorcraft.

(g) Rotorcraft Flight Manual (RFM)

(i) For non-radio altimeter tolerant rotorcraft, before further flight, revise the Limitations Section of the existing RFM to include the information specified in Figure 1 of this Order. This may be done by inserting a copy of Figure 1 of this Order into the existing RFM.

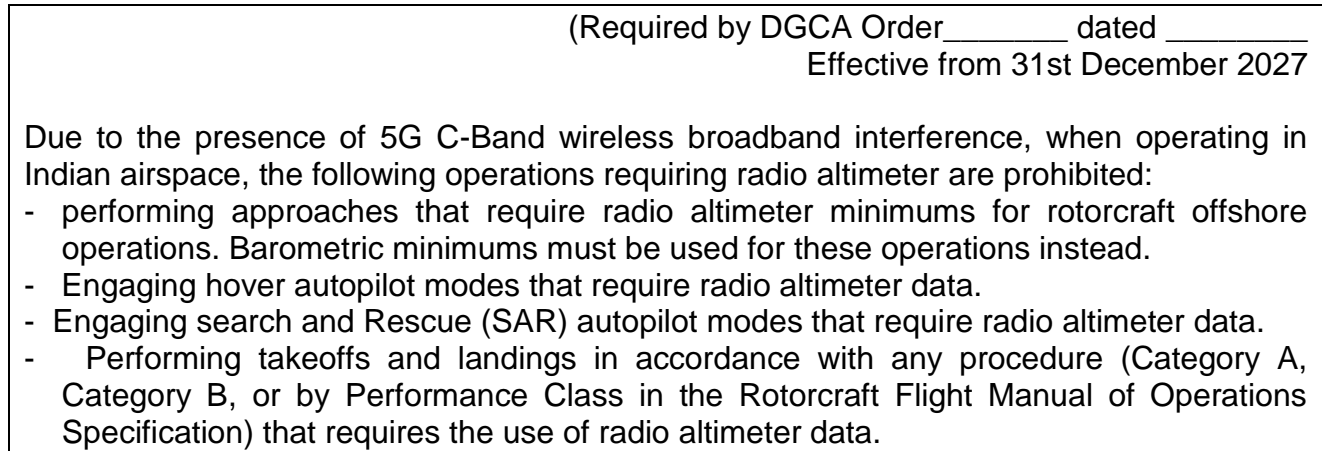


Figure -1 – RFM Revision for non-radio altimeter tolerant Rotorcraft

(h) Terminating action for RFM Limitations

(1) Modifying the rotorcraft from a non-radio altimeter tolerant rotorcraft to a radio altimeter tolerant rotorcraft terminates the limitations in paragraph (g) of this Order for that rotorcraft.

(2) After modifying the rotorcraft to a radio altimeter tolerant rotorcraft, the limitations specified by paragraph (g) of this Order may be removed from the RFM.

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