



# AIRWORTHINESS DIRECTIVE

*This Airworthiness Directive (AD) is issued pursuant to Canadian Aviation Regulation (CAR) 521.427. No person shall conduct a take-off or permit a take-off to be conducted in an aircraft that is in their legal custody and control, unless the requirements of CAR 605.84 pertaining to ADs are met. Standard 625 - Aircraft Equipment and Maintenance Standards Appendix H provides information concerning alternative means of compliance (AMOC) with ADs.*

**Number:**

CF-2022-60

**Effective Date:**

18 November 2022

**ATA:**

34

**Type Certificate:**

A-177

**Subject:**

Navigation – Airplane Flight Manual (AFM) Limitations and Master Minimum Equipment List (MMEL) Item Prohibition in the Presence of 5G C-Band Wireless Broadband Interference

**Applicability:**

Bombardier Inc. model BD-700-1A10 and BD-700-1A11 aeroplanes, all serial numbers.

**Compliance:**

Within 30 days from the effective date of this AD, unless already accomplished.

**Background:**

Transport Canada Civil Aviation (TCCA) issued AD CF-2021-52 to prohibit certain flight operations requiring radio altimeter data when operating in the United States of America (U.S.) airspace affected by 5G C-Band wireless signals, as identified by Notice to Airmen/Air Missions (NOTAM) and in accordance with Federal Aviation Administration (FAA) AD 2021-23-12. Bombardier has determined that 5G C-Band broadband interference can result in unavailable or misleading radio altimeter information, adversely affecting the performance of the automatic flight control system (AFCS). This may lead to increased flight crew workload and adversely affect the safe operation of the aeroplane during takeoff, approach, and landing.

This AD requires amendment of the AFM with new limitations and prohibits dispatch under a certain MMEL item to mitigate identified hazards due to harmful 5G C-Band broadband interference, when operating at airports where 5G is deployed as identified by NOTAM.

**Corrective Actions:**

- A. Applicable to all aeroplanes identified in the Applicability section of this AD: It is prohibited to dispatch or release into or out of airports in U.S. airspace in the presence of 5G C-Band wireless broadband interference as identified by NOTAM (NOTAMs will be issued to state the specific airports where the radio altimeter is unreliable due to the presence of 5G C-Band wireless broadband interference) under the following MMEL item:
  - a. Section 2 Crew Alerting System (CAS) Message Oriented Relief: CAS Indication WOW FAULT (Advisory)
- B. Applicable to serial numbers 9001 through 9998, 60001 through 60060, and 60062 through 60064: Amend the applicable Transport Canada approved AFM by incorporating the following chapter, in accordance with the applicable AFM publication number indicated in Table 1 below, or later revisions approved by Transport Canada:
  - a. Chapter 2 – Limitations, Section 8 Systems, Automatic Flight Control System
- C. AMOCs approved for AD CF-2021-52 or FAA AD 2021-23-12, providing relief for specific radio altimeter installations, are also approved as AMOCs for the provisions of this AD.

Table 1: AFM References

Aeroplane Model	Marketing Designation	AFM Publication Number and Revision, dated 16 August 2022
BD-700-1A10	Global Express	CSP 700-1 Revision 114
BD-700-1A10	Global Express XRS	CSP 700-1A Revision 114
BD-700-1A10	Global 6000	CSP 700-1V Revision 44
BD-700-1A10	Global 6500	CSP 700-6500-1 Revision 16
BD-700-1A11	Global 5000	CSP 700-5000-1 Revision 75
BD-700-1A11	Global 5000 ft. GVFD	CSP 700-5000-1V Revision 44
BD-700-1A11	Global 5500	CSP 700-5500-1 Revision 16

**Authorization:**

For the Minister of Transport,

*ORIGINAL SIGNED BY*

Robert Farinas  
Acting Chief, Continuing Airworthiness  
Issued on 4 November 2022

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