

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:	Effective Date:
CF-2023-47R1	24 June 2025
ATA:	Type Certificate:
34	A-236

Subject:

Navigation – Minimum Equipment List (MEL) Item Prohibitions in the Presence of 5G C-Band Wireless Broadband Interference

Revision:

Supersedes AD CF-2023-47, issued 26 June 2023

Applicability:

Airbus Canada Limited Partnership (ACLP) (formerly C Series Aircraft Limited Partnership (CSALP), Bombardier Inc.) aeroplanes:

Model BD-500-1A10, all serial numbers,

Model BD-500-1A11, all serial numbers.

Compliance:

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

Background:

The Federal Aviation Administration (FAA) issued AD 2023-10-02 to prohibit certain flight operations requiring radio altimeter data when operating in the contiguous United States of America (U.S.) airspace affected by 5G C-Band wireless signals. Airbus Canada has determined that 5G C-Band broadband interference can result in unavailable or misleading radio altimeter information, which in combination with dispatch under certain MEL items and an additional failure, could result in a reversion to ground mode in air or the deployment of ground spoilers in the air.

AD CF-2023-47 was issued to prohibit operation under certain MEL items at U.S. airports where harmful interference due to 5G C-band was possible.

Since AD CF-2023-47 was issued, Transport Canada (TC) Master Minimum Equipment List (MMEL) for BD-500-1A10 and BD-500-1A11 aeroplanes was revised at Issue 015, dated 11 October 2024 and it was determined that the applicable MEL items defined in Paragraph A of AD CF-2023-47 did not account for new items introduced in this latest TC MMEL revision.

This AD, CF-2023-47R1, revises the applicable MEL items definition, updates Paragraph E given that the relief provided for specific radio altimeter installations granted by AMOCs with AD CF-2021-52 or FAA AD 2021-23-12 is no longer valid, and otherwise maintains the requirements of AD CF-2023-47.

Corrective Actions:

- A. For the purposes of this AD, the following definitions apply:
 - a. A **5G C-Band mitigated airport (5G CMA)** is an airport at which the telecommunications companies have agreed to voluntarily limit their 5G deployment at the request of the FAA, as identified by an FAA Domestic Notice.



- b. A **radio altimeter tolerant airplane** is one for which the radio altimeter, as installed, demonstrates the tolerances specified in paragraphs A.b.i and A.b.ii. of this AD, using a method approved by the FAA or TC.
 - Tolerance to radio altimeter interference, for the fundamental emissions (3.7– 3.98 GHz), at or above the power spectral density (PSD) curve threshold specified in Figure 1 of this AD.
 - ii. Tolerance to radio altimeter interference, for the spurious emissions (4.2–4.4 GHz), at or above the PSD curve threshold specified in Figure 2 of this AD.
- c. A **non-radio altimeter tolerant airplane** is one for which the radio altimeter, as installed, does not demonstrate the tolerances specified in paragraphs A.b.i and A.b.ii. of this AD.
- d. **Applicable MEL Items** refer to the MEL items corresponding with the following MMEL items:
 - i. 32-00-047-01 or 32-00-047-02, 32 BRAKE FAULT BDCU 1 NORM INOP, as applicable;
 - ii. 32-00-049-01 or 32-00-049-02, 32 BRAKE FAULT BDCU 2 NORM INOP, as applicable;
 - iii. 32-00-015-01 or 32-00-015-02, 32 WOW FAULT L GEAR WOFFW REDUND LOSS, as applicable; and
 - iv. 32-00-017-01 or 32-00-017-02, 32 WOW FAULT R GEAR WOFFW REDUND LOSS, as applicable.

Figure 1 - Fundamental Effective Isotropic PSD at Outside Interface of Aeroplane Antenna, as per FAA AD 2023-10-02.



Height above ground (ft)	Effective Isotropic PSD (dBm/MHz)
Aeroplanes on the ground	-5
50	-5
100	-10
200	-17
500	-22
1000	-33
5000	-47

Figure 2 - Spurious Effective Isotropic PSD at Outside Interface of Aeroplane Antenna, as per FAA AD 2023-10-02.



Effective Isotropic PSD (dBm/MHz)
-116.50
-116.50
-126.00
-139.00
-147.00
-151.00
-156.00

- B. For Non-Radio Altimeter Tolerant Aeroplanes: it is prohibited to dispatch or release into or out of airports in the contiguous U.S. airspace under the applicable MEL items defined in this AD.
- C. For Radio Altimeter Tolerant Aeroplanes: it is prohibited to dispatch or release into or out of airports in the contiguous U.S. airspace under the applicable MEL items defined in this AD, unless operating at a 5G CMA as identified in an FAA *Domestic Notice*.
- D. Paragraphs B and C of this AD also apply when considering diversion airports after subsequent MEL dispatch but is not intended to limit diversion options following an inflight failure.
- E. AMOCs approved with AD CF-2023-46 or FAA AD 2023-10-02 are also approved as AMOCs with the provisions of Paragraphs B, C and D of this AD-.

Authorization:

For the Minister of Transport,

ORIGINAL SIGNED BY

Jenny Young Chief, Continuing Airworthiness Issued on 10 June 2025

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