



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-2025-52

Effective Date:

6 November 2025

ATA:

34

Type Certificate:

A-142

Subject:

Navigation – 5G C-Band wireless Broadband Interference with Radio Altimeter System when operating in the contiguous United States of America (U.S.) airspace.

Applicability:

De Havilland Aircraft of Canada (formerly Bombardier Inc.) model DHC-8-100/-200/-300 aeroplanes, all serial numbers.

Compliance:

As indicated below, unless already accomplished.

Background:

Transport Canada (TC) issued AD CF-2023-46 to prohibit certain flight operations requiring radio altimeter data when operating in the contiguous U.S. airspace affected by 5G C-Band wireless signals, in accordance with Federal Aviation Administration (FAA) AD 2023-10-02.

De Havilland has determined that 5G C-Band broadband interference can result in erroneous radio altimeter data when operating in the contiguous U.S. airspace affected by 5G C-Band wireless signals,

Erroneous radio altimeter information may lead to incorrect determination of height above ground and/or delayed transition of the aircraft air to ground mode. This can result in erroneous radio altitude readouts, aural warnings, incorrect inhibition of aircraft protection functions, flight director and autopilot oscillations on approach, increased rollout and stopping distance, and other unexpected flight deck effects that may increase pilot workload. In a 5G environment, there is a potential for the Beta Warning Horn and Beta Lockout System to be inappropriately inhibited, resulting in the propellers possibly transitioning into ground Beta range and the aural alert not sounding should the power levers be moved behind flight idle in-flight. If not corrected, this condition could lead to reduced ability of the flight crew to maintain safe flight and landing of the airplane.

As terminating action, this AD CF-2025-52 requires aeroplanes operating in the contiguous U.S. airspace to be configured as Radio Altimeter Tolerant (RAT) aeroplanes. In order to mitigate the risk of the specific 5G interference effects until the aeroplane is RAT configured, this AD requires placarding of the console and reinforces existing AFM limitations and procedures reiterated in Part I.b.

Corrective Actions:

For purposes of this AD, the following definitions apply:

- 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. **Radio Altimeter Tolerant Aeroplane** is one for which the radio altimeter, as installed, demonstrates the tolerances for emissions in Part I paragraphs A.1 and A.2. of AD CF-2023-46, dated 26 June

2023, using a method approved by the FAA or TC. Aeroplanes that meet the requirements of the FAA definition of "radio altimeter tolerant airplane", as per Paragraph (g) Definitions of FAA AD 2023-10-02, are considered radio altimeter tolerant aeroplanes.

- c. **Non-Radio Altimeter Tolerant Aeroplane** is one for which the radio altimeter, as installed, does not demonstrate the tolerances for emissions specified in Part I paragraphs A.1 and A.2. of AD CF-2023-46, dated 26 June 2023. Aeroplanes that meet the requirements of the FAA definition of "non-radio altimeter tolerant airplane", as per Paragraph (g) Definitions of FAA AD 2023-10-02, are considered non-radio altimeter tolerant aeroplanes.

Part I - Mitigating Action - Beta Lockout System and Beta Warning Horn: Applicable to non-radio altimeter tolerant aeroplanes operating in contiguous U.S.:

Within 60 days from the effective date of this AD,

- a. Install label Part Number (P/N) 81151129-101 in the cockpit, in the vicinity of the Power Levers in accordance with the Accomplishment Instructions in section 3B Service Bulletin (SB) 8-11-115, Revision A, dated 3 December 2012, or later revisions approved by the Chief, Continuing Airworthiness.
- b. Brief all flight crew of the potential for inhibition of the Beta Lockout System and Warning Horn systems in the presence of 5G wireless interference and the necessity to strictly comply with the following AFM limitations and procedures:
 - i. Existing AFM Engine Airborne Operating Limitation 2.5.8 prohibiting in-flight operation of power levers aft of the Flight Idle.
 - ii. AFM Normal Landing procedure 4.4.1 delaying selection of power levers from Flight Idle to DISC until after touchdown has been positively identified.

Part II – Terminating Action - Radio Altimeter Modification: Applicable to non-radio altimeter tolerant aeroplanes operating in contiguous U.S:

Within 4 months from the effective date of this AD:

- a. For aeroplanes fitted with either a single or dual Honeywell RT-300 radio altimeter model, modify the aeroplane in accordance with the Accomplishment Instructions in Section 3 of the applicable DeHavilland Aircraft of Canada SB(s) listed in Table 1 as applicable, or later revisions of the SB approved by the Chief, Continuing Airworthiness, Transport Canada.
- b. Modifying the aeroplane as defined in Paragraph II.a of this AD terminates the requirements specified by Part I of this AD.

TABLE 1 – Applicable Service Bulletins by Aeroplane Program

Aeroplane Program	Radio Altimeter	SB # – Issue Date
DHC-8-300	RT-300 Single	8-34-256A – 11 December 2024
DHC-8-300	RT-300 Dual	8-34-254B – 2 May 2024 8-53-87B – 6 May 2024
DHC-8-100/200	RT-300 Single	8-34-257A – 10 February 2025 8-53-90A – 28 February 2025
DHC-8-100/200	RT-300 Dual	8-34-258 – 25 September 2024 8-53-89 – 16 August 2024

Aeroplanes that have been modified in accordance with earlier revisions of these service bulletins meet the intent of this AD.

Authorization:

For the Minister of Transport,

ORIGINAL SIGNED BY

André Couture
Acting Chief, Continuing Airworthiness
Issued on 23 October 2025

Contact:

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