



Civil Aviation Authority

# AIRWORTHINESS DIRECTIVE

Number: G-2024-0002

Issue date: 26 June 2024



This Airworthiness Directive (AD) is issued by the UK CAA in accordance with UK Regulation (EU) No. 748/2012 Part 21.A.3B, acting as the Authority of the State of Design for the affected product(s), under Article 34 of the Air Navigation Order 2016 (ANO) and UK Regulation (EU) 2018/1139.

In accordance with UK Regulation (EU) No. 1321/2014 Annex I (Part-M), M.A.301 / Annex VB (Part-ML), ML.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified or agreed by the CAA [Part-M, M.A.303 / Part-ML, ML.A.303].

**Design Approval Holder's Name:**

BAE SYSTEMS (OPERATIONS) LTD

**Type/Model Designation(s):**

AVRO 146-RJ Series Aeroplanes

Effective Date:	10 July 2024
TCDS:	EASA.A.182
Foreign AD (if applicable):	Not Applicable
Supersedure:	Not Applicable

**ATA 22 – Auto Flight – Category III Automatic Landing – Operational Limitation**

**Aircraft Flight Manual - Category III Automatic Landing – Operational Limitation**

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**Manufacturer(s):**

BAE Systems (Operations) Ltd, British Aerospace plc, British Aerospace (Commercial Aircraft) Ltd, British Aerospace (Operations) Ltd, British Aerospace Regional Aircraft Ltd, British Aerospace Regional Aircraft trading as AVRO International Aerospace.

**Applicability:**

AVRO 146-RJ series aeroplanes, all models all serial numbers.

**Definitions:**

The AFM Revision: BAE 5.1 Revision No. 13.0 dated 12th April 2024.

**Reason:**

Assessments have been carried out by manufacturers of radio altimeters to assess the potential effects of interference from 5G telecommunications base station transmissions on this type of equipment. It has been concluded that the information provided by the radio altimeter cannot always be relied upon when in close proximity to a 5G transmitter. Consequently, limitations are needed for transport and commuter category aeroplanes that utilise radio (also known as radar) altimeter equipment which cannot demonstrate tolerance to 5G transmission interference, particularly relating to transmission frequencies between 3.7– 3.98 GHz.

BAE Systems has to date not received any reports of issues with radio altimeters which have been found to be due to 5G interference. However, in response to global industry and regulatory concerns regarding the potential effects of 5G transmissions, BAE Systems has performed a review of their types with respect to this potential risk and determined that an unsafe condition could potentially exist with the AVRO 146-RJ Autoland system, when performing a Category III approach. To address this potential unsafe condition and as a precautionary measure, BAE Systems has issued Aircraft Flight Manual BAE 5.1 Revision No. 13.0 dated 12th April 2024.

**Required Action(s) and Compliance Time(s):**

Required as indicated, unless accomplished previously:

Within 3 months after the effective date of this AD, amend the Aircraft Flight Manual, Section 2-110-20 LIMITATIONS – Flight Guidance – Automatic Landing, in accordance with the AFM Revision, and operate the aeroplane accordingly.

**Reference Publications:**

BAE Systems (Operations) Ltd AFM BAE 5.1 Revision No. 13.0 dated 12th April 2024.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with this AD.

BAE Systems (Operations) Ltd Technical Operational Response Serial Number 8354 Rev 2 - Revised AFM Limitation – Automatic Landing – Potential Effects of 5G Interference

BAE Systems (Operations) Ltd Flight Operations Support Information Leaflet AVRO RJ 22-007, issued 27 October 2022.

**Remarks:**

1. This AD was posted on 09 May 2024 as PAD 2010 for consultation until 09 June 2024. No comments were received during the consultation period.
2. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the CAA aviation safety reporting system. This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed

under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.

3. Enquiries regarding this Airworthiness Directive should be referred to:  
[Continued.Airworthiness@caa.co.uk](mailto:Continued.Airworthiness@caa.co.uk)
4. For any questions concerning the technical content of the requirements in this AD, please contact: BAE Systems (Operations) Ltd, Customer Technical Support Department, Prestwick International Airport, Ayrshire, KA9 2RW, Scotland, United Kingdom.  
E-mail: [RaEngliaison@baesystems.com](mailto:RaEngliaison@baesystems.com)