Civil Aviation Authority

PROPOSED AIRWORTHINESS DIRECTIVE

Number: 2010

Issue date: 09 May 2024

In accordance with the CAA Continuing Airworthiness Procedures, the issuance of an Airworthiness Directive (AD) is proposed which will be applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

Design Approval Holder's Name:	**Type/Model Designation(s):**
BAE SYSTEMS (OPERATIONS) LTD	AVRO 146-RJ Series Aeroplanes

Effective Date:	**[TBD upon issue of final AD]**
TCDS	EASA.A.182
Foreign AD (if applicable):	N/A
Supersedure:	N/A

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

Aircraft Flight Manual - Category III Automatic Landing – Operational Limitation

---

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 PAD will be closed for consultation on 09 June 2024.

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 PAD should be referred to: Continued.Airworthiness@caa.co.uk

4. For any question 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