



STATEMENT: NOT ELIGIBLE FOR ADOPTION - FAA AD 2023-10-02

Background

On 23 May 2023, the FAA issued AD 2023-10-02 which supersedes AD 2021-23-12. AD 2023-10-02 is applicable to “all transport and commuter category airplanes equipped with a radio (also known as radar) altimeter”. This AD identifies additional limitations, as compared to AD 2021-23-12, which FAA have introduced following the continued deployment of new 5G C-Band stations whose signals are expected to cover most of the contiguous United States at transmission frequencies between 3.7–3.98 GHz. FAA have identified that the risks associated with the potential for radio altimeter interference from 5G transmissions in United States airspace result in an unsafe condition.

The roll-out of 5G transmitters in the UK has utilised lower frequencies and power levels to those used in the US. To date there have been no confirmed instances where 5G interference has resulted in aircraft system malfunction or unexpected behaviour in the UK. The CAA continues to work closely with other NAAs to evaluate the potential threat relating to 5G interference and to date have not identified an Unsafe Condition relating to 5G interference for operations in the UK.

Reason

The Applicability of FAA AD 2023-10-02 provides a list of affected aeroplane types (not exhaustive – “but not limited to”) which includes types for which the FAA does not represent the State of Design. Consequently, FAA AD 2023-10-02 is considered as a State of Registry AD.

Decision

Considering the reasons described above, the position of the CAA is that FAA AD 2023-10-02 is not eligible for adoption for UK registered aircraft. However, the UK CAA will issue a revision to Safety Notice 2021 / 017 at version 3, which will reference US requirements within AIP 1.1 and the associated US Domestic Notice which should be followed by UK operators when operating in US airspace.

Comments

Enquiries regarding this decision should be referred to:

Continued.Airworthiness@caa.co.uk

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