

FAA's Latest 5G Airworthiness Directive Revises Landing Requirements for Most 737s



The FAA has actually released a brand-new airworthiness regulation needing flight handbook modifications for thousands of U.S.-registered Boeing 737s, consisting of the 737-800 imagined here. (Boeing)

A brand-new airworthiness instruction (AD) released by the Federal Aviation Administration on

Wednesday recognizes harmful disturbance from 5G C-Band wireless broadband operations that might avoid radio altimeters on most Boeing 737s from carrying out their meant function.

The most current 5G C-Band instruction needs operators of all 737s—except for Model 737-200 and -200C series aircrafts geared up with a particular flight control system—to modify their aircraft flight handbook (AFM) to integrate particular operating treatments for instrument landing system (ILS) approaches, speedbrake implementation, go-arounds, and missed out on approaches, when in the existence of 5G C-Band disturbance. FAA authorities provided the ADVERTISEMENT after getting brand-new information reported by Boeing over the last month, as the airplane producer has actually been constantly examining and screening the effect of 5G C-band on its airplane and consequently providing updates to clients about their most current findings.

Based on information reported by Boeing, the firm figured out that the -200 and -200C series equipped with the SP-77 flight control system are not vulnerable to 5G C-Band disturbance. The ADVERTISEMENT associates this exception to the SP-77's absence of autoland and flare modes, 2 of the primary functions affected by the disturbance on the other designs that will need an AFM modification under the brand-new instruction.

An approximated 2,442 U.S.-registered airplane are impacted by the ADVERTISEMENT and the AFM modification will expense 737 operators a integrated \$207,570, according to the instruction.

“The FAA identified abnormalities due to 5G C-Band disturbance might impact several other aircraft systems utilizing radio altimeter information, regardless of the technique type or weather condition. These abnormalities might not be obvious up until extremely low elevations,” FAA notes in the ADVERTISEMENT. “Impacted systems consist of, however are not minimal to, auto-pilot flight director system; auto throttle system; flight controls; flight instruments; traffic alert and accident avoidance system (TCAS); ground distance caution system (GPWS); and setup cautions.”

Among the results on the systems recognized as those that rely on radio altimeter information, there is a possibility that the auto-pilot might detach throughout approaches that usage ILS or Ground Based Augmentation System (GBAS) treatments. Data reported to the FAA by Boeing likewise revealed that 737 design auto throttles “may slowdown to idle too soon in the flare.” Traffic Collision Avoidance System (TCAS) and radio altitude-based informs might likewise end up being not available due to 5G C-Band disturbance.

The instruction is the most current provided by the ADVERTISEMENT targeting 737 designs, after publishing a regulation last month that modified landing requirements on 737 MAX airplane. Directives have likewise been provided relating to landing requirements for the Boeing 747-8, 757, 767 and 777.

“The ADVERTISEMENT does not use to landings at airports where the FAA identified the airplane radio altimeters are safe and trustworthy in the 5G C-band environment,” the FAA stated in a Feb. 23 declaration. “It likewise does not use to airports where 5G isn't released.”

Source: [FAA's Latest 5G Airworthiness Directive Revises Landing Requirements for Most 737s.](#)