

(As required by AD 2026-13-13)

Radio Altimeter 5G C-Band Interference, Approach, Landing, and Go-Around**ILS Approaches**

For ILS approaches other than SA CAT I, SA CAT II, CAT II, and CAT III, during any ILS (and GLS if installed) approach with autopilot engaged or flight director ON, execute a go-around for any of the following conditions, unless the runway environment is in sight and a manual, visual landing can be accomplished:

- If the flight directors automatically retract from view, or
- If the pitch guidance indicates FLARE mode prematurely, or
- If the autothrottle retards to IDLE prematurely.

Landing

Adjust operational (time of arrival) landing distance for manual speedbrakes. Automatic speedbrake deployment may not occur after touchdown.

During Go-Around and Missed Approach

If go-around is required, ensure thrust is increased to go-around power. Do not use flight director, autopilot, or autothrottles until reaching a safe altitude. TOGA mode may not be available. Autopilot may not be available. Monitor pitch and roll modes for engagement.

BILLING CODE 4910-13-C**(i) Terminating Action for AFM Revision**

(1) Modifying the airplane from a non-radio altimeter tolerant airplane to a radio altimeter tolerant airplane terminates the limitations in paragraph (h)(1) of this AD and the operating procedures in paragraph (h)(2) of this AD for that airplane.

(2) After modifying the airplane to a radio altimeter tolerant airplane, the limitations in paragraph (h)(1) of this AD and the operating procedures in paragraph (h)(2) of this AD may be removed from the AFM.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, AIR-520, Continued Operational Safety Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or responsible Flight Standards Office, as appropriate. If sending information directly to the manager of AIR-520, Continued Operational Safety Branch, send it to the attention of the person identified in paragraph (k) of this AD and email to: AMOC@faa.gov.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the responsible Flight Standards Office.

(3) The following AMOCs approved previously for AD 2023-12-13, Amendment 39-22471 (88 FR 39996, June 21, 2023) are approved as AMOCs for paragraph (g)(1) of this AD: FAA AMOC letters 720-23-00137,

720-23-00138, 720-23-00158, 720-23-00169, 720-25-00025, 720-25-00031, and 720-26-00009.

(k) Additional Information

For more information about this AD, contact Ken Fairhurst, Continued Operational Safety Technical Advisor, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 817-222-5390; email: operationalssafety@faa.gov.

(l) Material Incorporated by Reference

None.

Issued on June 25, 2026.

Brian Knaup,

Acting Deputy Director, Integrated Certificate Management Division, Aircraft Certification Service.

[FR Doc. 2026-13206 Filed 6-26-26; 4:15 pm]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 39**

[Docket No. FAA-2026-7206; Project Identifier AD-2026-00550-T; Amendment 39-23398; AD 2026-13-15]

RIN 2120-AA64

Airworthiness Directives; The Boeing Company Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for all The Boeing Company Model 707, 717, and 727 airplanes; Model DC-8, DC-9, and DC-10 airplanes; Model MD-10 and MD-11 airplanes; Model DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), and MD-88 airplanes; and Model MD 90-30 airplanes. This AD was prompted by the determination that radio altimeters cannot be relied upon to perform their intended function if they experience interference from wireless broadband operations in the 3.7-3.98 GHz frequency band (5G Lower C-Band)

while operating in Canadian airspace, and the determination that during approach, landings, and go-arounds, as a result of this interference, certain airplane systems may not properly function, resulting in increased flightcrew workload while on approach with the flight director, autothrottle, or autopilot engaged, which could result in reduced ability of the flightcrew to maintain safe flight and landing of the airplane. This AD requires revising the existing airplane flight manual (AFM) to incorporate limitations prohibiting certain operations requiring radio altimeter data when operating in Canadian airspace. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective July 1, 2026.

The FAA must receive comments on this AD by August 14, 2026.

ADDRESSES: You may send comments, using the procedures found in 14 CFR 11.43 and 11.45, by any of the following methods:

- *Federal eRulemaking Portal:* Go to *regulations.gov*. Follow the instructions for submitting comments.
- *Fax:* 202–493–2251.
- *Mail:* U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590.
- *Hand Delivery:* Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

AD Docket: You may examine the AD docket at *regulations.gov* by searching for and locating Docket No. FAA–2026–7206; or in person at Docket Operations between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this final rule, any comments received, and other information. The street address for Docket Operations is listed above.

FOR FURTHER INFORMATION CONTACT: Ken Fairhurst, Continued Operational Safety Technical Advisor, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 817–222–5390; email: *operationalsafety@faa.gov*.

SUPPLEMENTARY INFORMATION:

Comments Invited

The FAA invites you to send any written data, views, or arguments about this final rule. Send your comments using a method listed under the **ADDRESSES** section. Include Docket No. FAA–2026–7206 and Project Identifier AD–2026–00550–T at the beginning of your comments. The most helpful comments reference a specific portion of the final rule, explain the reason for any

recommended change, and include supporting data. The FAA will consider all comments received by the closing date and may amend this final rule because of those comments.

Except for Confidential Business Information (CBI) as described in the following paragraph, and other information as described in 14 CFR 11.35, the FAA will post all comments received, without change, to *regulations.gov*, including any personal information you provide. The agency will also post a report summarizing each substantive verbal contact received about this final rule.

Confidential Business Information

CBI is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act (FOIA) (5 U.S.C. 552), CBI is exempt from public disclosure. If your comments responsive to this AD contain commercial or financial information that is customarily treated as private, that you actually treat as private, and that is relevant or responsive to this AD, it is important that you clearly designate the submitted comments as CBI. Please mark each page of your submission containing CBI as “PROPIN.” The FAA will treat such marked submissions as confidential under the FOIA, and they will not be placed in the public docket of this AD. Submissions containing CBI should be sent to Ken Fairhurst, Continued Operational Safety Technical Advisor, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 817–222–5390; email: *operationalsafety@faa.gov*. Any commentary that the FAA receives that is not specifically designated as CBI will be placed in the public docket for this rulemaking.

Background

The FAA issued AD 2021–23–12, Amendment 39–21810 (86 FR 69984, December 9, 2021) (AD 2021–23–12), for all transport and commuter category airplanes equipped with a radio altimeter. AD 2021–23–12 was prompted by a determination that radio altimeters cannot be relied upon to perform their intended function if they experience interference from wireless broadband operations in the 5G Lower C-Band, which is close to the frequency bands used by radio altimeters (4.2–4.4 GHz). AD 2021–23–12 required revising the limitations section of the existing AFM to incorporate limitations prohibiting certain operations requiring radio altimeter data when in the presence of 5G Lower C-Band interference as identified by Notices to Air Missions (NOTAMs). The agency

issued AD 2021–23–12 because radio altimeter anomalies that are undetected by the automation or pilot, particularly close to the ground (e.g., landing flare), could lead to loss of continued safe flight and landing.

The FAA subsequently identified an additional hazard presented by 5G Lower C-Band interference on Boeing Model 707, 717, and 727 airplanes; Model DC–8, DC–9, and DC–10 airplanes; Model MD–10 and MD–11 airplanes; Model DC–9–81 (MD–81), DC–9–82 (MD–82), DC–9–83 (MD–83), DC–9–87 (MD–87), and MD–88 airplanes; and Model MD 90–30 airplanes and issued AD 2022–09–18, Amendment 39–22038 (87 FR 31097, May 23, 2022) (AD 2022–09–18). AD 2022–09–18 was prompted by the unsafe condition in AD 2021–23–12, as well as a determination that during approach, landings, and go-arounds, as a result of interference from the 5G Lower C-Band, certain airplane systems may not properly function, resulting in increased flightcrew workload while on approach with the flight director, autothrottle, or autopilot engaged, which could result in reduced ability of the flightcrew to maintain safe flight and landing of the airplane. AD 2022–09–18 required revising the limitations and operating procedures sections of the existing AFM to incorporate specific operating procedures for, depending on the airplane model, instrument landing system (ILS) approaches, non-precision approaches, ground spoiler deployment, and go-around and missed approaches, when in the presence of 5G Lower C-Band interference as identified by NOTAMs.

After the FAA issued AD 2021–23–12 and AD 2022–09–18, the agency determined that additional limitations were needed due to the continued deployment of new 5G Lower C-Band base stations whose signals were expected to cover most of the contiguous U.S., as well as the determination that radio altimeter anomalies could lead to increased flightcrew workload and flightcrew desensitization to warnings. Therefore, the FAA issued AD 2023–10–02, Amendment 39–22438 (88 FR 34065, May 26, 2023) (AD 2023–10–02), to supersede AD 2021–23–12, and the FAA issued AD 2023–12–15, Amendment 39–22473; (88 FR 40023, June 21, 2023) (AD 2023–12–15), to supersede AD 2022–09–18.

Currently, AD 2023–12–15 requires revising the limitations section of the existing AFM to incorporate limitations for, depending on the airplane model, ILS approaches, non-precision approaches, ground spoiler deployment,

and go-around and missed approaches, in the entire contiguous U.S. airspace instead of only in areas identified by NOTAM; however, AD 2023–12–15 permits radio altimeter tolerant airplanes to perform these operations at 5G Lower C-Band mitigated airports as identified in an FAA Domestic Notice.

Actions Since AD 2023–12–15 Was Issued

Since the FAA issued AD 2023–12–15, Transport Canada, which is the aviation authority for Canada, issued AD CF–2024–14, dated May 15, 2024 (Transport Canada AD CF–2024–14), to correct an unsafe condition for all transport and commuter category airplanes with a radio altimeter. Transport Canada AD CF–2024–14 states that in July 2023, Innovation, Science and Economic Development Canada (ISED), Canada's spectrum regulator, published Standard Radio System Plans (SRSP)–520 Issue 3¹ and Radio Standard Specifications (RSS)–192 Issue 5,² which define the spectrum environment for the 3.45–3.90 GHz frequency band in Canada. Transport Canada AD CF–2024–14 further states that spectrum auctions for the 3.45–3.65 GHz and the 3.65–3.9 GHz band were completed in 2021 and 2023, respectively.

In July 2023, ISED implemented measures to mitigate Lower C-Band interference to radio altimeters, which provide the Canadian airspace greater protection from 5G Lower C-Band interference to radio altimeters as compared to the Lower C-Band environment in the contiguous U.S. airspace. These measures include exclusion and protection zones and airport effective isotropic radiated power (EIRP) elevation mask (a restriction that requires nearby cell tower signals to be angled downward so they do not interfere with aircraft altimeters) at certain airport runways covering the majority of air traffic in Canada, as well as nationwide reduced fundamental power emissions based on the degree of antenna uptilt above the horizon to minimize emissions from 5G base stations toward aircraft.

In late March 2026, Transport Canada notified the FAA that, beginning July 1, 2026, changes in the 5G Lower C-Band

protection mitigations established by ISED in 2023 would result in a more severe 5G interference environment in the Canadian airspace. Exclusion and protection zones at airports will no longer exist and updates to the airport EIRP elevation mask, nationwide tilt restriction, emitter height limitation and reduced spurious emissions will only protect airplanes that are radio altimeter tolerant. The change in mitigations will result in an unsafe condition in the Canadian 5G interference environment.

Transport Canada determined that radio altimeters cannot be relied upon to perform their intended function if they experience interference from wireless broadband operations in the 3.45–3.98 GHz frequency band. Transport Canada based its determination on the same unsafe condition found by the FAA in AD 2023–10–02. As a result, Transport Canada AD CF–2024–14 requires revising the limitations section of the existing AFM to incorporate limitations prohibiting certain operations requiring radio altimeter data, due to the presence of 5G Lower C-Band interference, while operating in Canadian airspace. As terminating action for the operating limitations, Transport Canada AD CF–2024–14 provides that operators may upgrade their radio altimeters to demonstrate the tolerances for emissions as specified in Transport Canada AD CF–2024–14.

Boeing subsequently conducted an analysis of the expected changes in the 5G Lower C-Band environment in Canada and the effects of interference with radio altimeters with respect to the Boeing fleet. In May 2026, Boeing reported that certain airplane configurations will not demonstrate tolerance to radio altimeter interference in the new 5G environment in Canada. Therefore, based on this information, the FAA determined that the unsafe condition identified in AD 2023–12–15 exists for Model 707, 717, and 727 airplanes; Model DC–8, DC–9, and DC–10 airplanes; Model MD–10 and MD–11 airplanes; Model DC–9–81 (MD–81), DC–9–82 (MD–82), DC–9–83 (MD–83), DC–9–87 (MD–87), and MD–88 airplanes; and Model MD 90–30 radio altimeter tolerant airplanes when operating in Canadian airspace. As a result, operating limitations similar to the limitations required by AD 2023–12–15 are necessary.

The FAA is issuing this AD to address the unsafe condition on these products.

FAA's Determination

The FAA is issuing this AD because the agency has determined the unsafe condition described previously is likely

to exist or develop in other products of the same type design.

AD Requirements

For non-radio altimeter tolerant airplanes, this AD requires, before further flight in Canadian airspace, revising the existing AFM to incorporate limitations for, depending on the airplane model, ILS approaches, non-precision approaches, ground spoiler deployment, and go-around and missed approaches when operating in Canadian airspace. This AD provides that modifying the airplane from a non-radio altimeter tolerant airplane to a radio altimeter tolerant airplane terminates the AFM operating limitations for that airplane.

While AD 2023–12–15 also incorporates limitations for, depending on the airplane model, ILS approaches, non-precision approaches, ground spoiler deployment, and go-around and missed approaches for radio altimeter tolerant airplanes except at 5G Lower C-Band mitigated airports, this AD has no limitations for radio altimeter tolerant airplanes. The interference environment at Canadian airports after July 1, 2026, will be mitigated enough such that those limitations are not necessary for radio altimeter tolerant airplanes. The FAA also notes that most Model 707, 717, and 727 airplanes; Model DC–8, DC–9, and DC–10 airplanes; Model MD–10 and MD–11 airplanes; Model DC–9–81 (MD–81), DC–9–82 (MD–82), DC–9–83 (MD–83), DC–9–87 (MD–87), and MD–88 airplanes; and Model MD 90–30 radio altimeter tolerant airplanes are not subject to the limitations in AD 2023–12–15 under the provisions of an FAA-approved AMOC.

An airplane that is a radio altimeter tolerant airplane using a method approved by the FAA for AD 2023–12–15 is also a radio altimeter tolerant airplane for the purposes of paragraph (g)(1) of this AD. Alternative methods of compliance (AMOC) listed in paragraph (j)(3) of this AD are approved for this AD.

Differences From Transport Canada AD CF–2024–14

Transport Canada AD CF–2024–14 specifies the fundamental emissions are in the 3.45–3.98 GHz frequency band, while this AD specifies the 3.7–3.98 GHz frequency band. AD 2023–10–02 and AD 2023–12–15 identified an unsafe condition from wireless broadband transmissions in the 3.7–3.98 GHz frequency band, and this AD is based on that same determination. In addition, an airplane determined to be a radio altimeter tolerant airplane for the purposes of AD 2023–12–15, which

¹ <https://ised-isde.canada.ca/site/spectrum-management-telecommunications/en/devices-and-equipment/standard-radio-system-plans/srsp-520-technical-requirements-fixed-and-or-mobile-systems-including-flexible-use-broadband-systems>.

² <https://ised-isde.canada.ca/site/spectrum-management-telecommunications/en/devices-and-equipment/radio-equipment-standards/radio-standards-specifications-rss/rss-192-flexible-use-broadband-equipment-operating-band-3450-3900-mhz>.

has demonstrated the performance tolerances for fundamental emissions within the 3.7–3.98 GHz frequency band, would also be a radio altimeter tolerant airplane for purposes of this AD. Frequencies less than 3.7 GHz are further away from the frequency bands used by radio altimeters (4.2–4.4 GHz), so an airplane determined to be tolerant in the range of 3.7–3.98 GHz is also tolerant to emissions less than 3.7 GHz.

Interim Action

The FAA considers this AD to be an interim action. The FAA may consider further rulemaking if the Canadian 5G C-Band interference environment changes or if Canada issues an operational rule to address 5G C-Band interference with radio altimeters.

Justification for Immediate Adoption and Determination of the Effective Date

Section 553(b) of the Administrative Procedure Act (APA) (5 U.S.C. 551 *et seq.*) authorizes agencies to dispense with notice and comment procedures for rules when the agency, for “good cause,” finds that those procedures are “impracticable, unnecessary, or contrary to the public interest.” Under this section, an agency, upon finding good cause, may issue a final rule without providing notice and seeking comment

prior to issuance. Further, section 553(d) of the APA authorizes agencies to make rules effective in less than thirty days, upon a finding of good cause.

An unsafe condition exists that requires the immediate adoption of this AD without providing an opportunity for public comments prior to adoption. The FAA has found that the risk to the flying public justifies forgoing notice and comment prior to adoption of this rule because radio altimeters cannot be relied upon to perform their intended function if they experience interference from wireless broadband operations in the 5G Lower C-Band. This interference can cause other airplane systems to not properly function, resulting in increased flightcrew workload while on approach with the flight director, autothrottle, or autopilot engaged, which could result in reduced ability of the flightcrew to maintain safe flight and landing of the airplane. The urgency is based on a change in the 5G Lower C-band environment in Canada, which is scheduled to occur on July 1, 2026. Accordingly, notice and opportunity for prior public comment are impracticable and contrary to the public interest pursuant to 5 U.S.C. 553(b).

In addition, the FAA finds that good cause exists pursuant to 5 U.S.C. 553(d)

for making this amendment effective in less than 30 days, for the same reasons the FAA found good cause to forgo notice and comment.

Regulatory Flexibility Act

The requirements of the Regulatory Flexibility Act (RFA) do not apply when an agency finds good cause pursuant to 5 U.S.C. 553 to adopt a rule without prior notice and comment. Because the FAA has determined that it has good cause to adopt this rule without notice and comment, RFA analysis is not required.

Costs of Compliance

The FAA notes that since operators must comply with this AD before further flight in Canadian airspace, airplanes that do not operate in Canada will not have to comply and therefore will have no costs under this AD.

The FAA estimates that this AD affects 502 airplanes of U.S. registry. The FAA expects that many of the affected airplanes have upgraded radio altimeters; therefore, the FAA estimates the total number of airplanes affected by this AD to be less than the total fleet size provided in this AD. The FAA estimates the following costs to comply with this AD:

ESTIMATED COSTS

Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
AFM revision for non-RAT airplanes	1 work-hour × \$85 per hour = \$85	\$0	\$85	Up to \$42,670.

ESTIMATED COSTS FOR OPTIONAL ACTIONS

Action	Labor cost	Parts cost	Cost per product
Modification (radio altimeter replacement option).			Up to \$120,000 (includes parts and labor).
Modification (filter addition option)	24 work-hours × \$85 per hour = \$2,040 per filter.	\$12,000 per filter ..	Up to \$14,040 (includes parts and labor).

Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA’s authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. Subtitle VII: Aviation Programs describes in more detail the scope of the Agency’s authority.

The FAA is issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701: General requirements. Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and

procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Regulatory Findings

This AD will not have federalism implications under Executive Order 13132. This AD will not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and

responsibilities among the various levels of government.

For the reasons discussed above, I certify that this AD:

- (1) Is not a “significant regulatory action” under Executive Order 12866, and
- (2) Will not affect intrastate aviation in Alaska.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

The Amendment

Accordingly, under the authority delegated to me by the Administrator,

the FAA amends 14 CFR part 39 as follows:

PART 39—AIRWORTHINESS DIRECTIVES

■ 1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

■ 2. The FAA amends § 39.13 by adding the following new airworthiness directive:

2026–13–15 The Boeing Company:
Amendment 39–23398; Docket No. FAA–2026–7206; Project Identifier AD–2026–00550–T.

(a) Effective Date

This airworthiness directive (AD) is effective July 1, 2026.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all The Boeing Company airplanes identified in paragraphs (c)(1) through (9) of this AD, certificated in any category.

(1) Model 707–100 Long Body, –200, –100B Long Body, and –100B Short Body series airplanes, and Model 707–300, –300B, –300C, and –400 series airplanes.

(2) Model 717–200 airplanes.

(3) Model 727, 727C, 727–100, 727–100C, 727–200, and 727–200F series airplanes.

(4) Model DC–8–11, DC–8–12, DC–8–21, DC–8–31, DC–8–32, DC–8–33, DC–8–41, DC–8–42, DC–8–43, DC–8–51, DC–8–52, DC–8–53, DC–8–55, DC–8F–54, DC–8F–55, DC–8–61, DC–8–62, DC–8–63, DC–8–61F, DC–8–62F, DC–8–63F, DC–8–71, DC–8–72, DC–8–73, DC–8–71F, DC–8–72F, and DC–8–73F airplanes.

(5) Model DC–9–11, DC–9–12, DC–9–13, DC–9–14, DC–9–15, DC–9–15F, DC–9–21, DC–9–31, DC–9–32, DC–9–32 (VC–9C), DC–9–32F, DC–9–32F (C–9A, C–9B), DC–9–33F, DC–9–34, DC–9–34F, DC–9–41, and DC–9–51 airplanes.

(6) Model DC–10–10, DC–10–10F, DC–10–15, DC–10–30, DC–10–30F (KC–10A and KDC–10), DC–10–40, and DC–10–40F airplanes.

(7) Model MD–10–10F and MD–10–30F airplanes.

(8) Model MD–11 and MD–11F airplanes.

(9) Model DC–9–81 (MD–81), DC–9–82 (MD–82), DC–9–83 (MD–83), DC–9–87 (MD–87), MD–88, and MD–90–30 airplanes.

(d) Subject

Air Transport Association (ATA) of America Code 34, Navigation.

(e) Unsafe Condition

This AD was prompted by the determination that radio altimeters cannot be relied upon to perform their intended function if they experience interference from wireless broadband operations in the 3.7–3.98 GHz frequency band (5G Lower C-Band) when operating in Canadian airspace, and a

determination that during approach, landings, and go-arounds, as a result of this interference, certain airplane systems may not properly function, resulting in increased flightcrew workload while on approach with the flight director, autothrottle, or autopilot engaged. The FAA is issuing this AD to address 5G Lower C-Band interference that could result in increased flightcrew workload and could lead to reduced ability of the flightcrew to maintain safe flight and landing of the airplane.

(f) Compliance

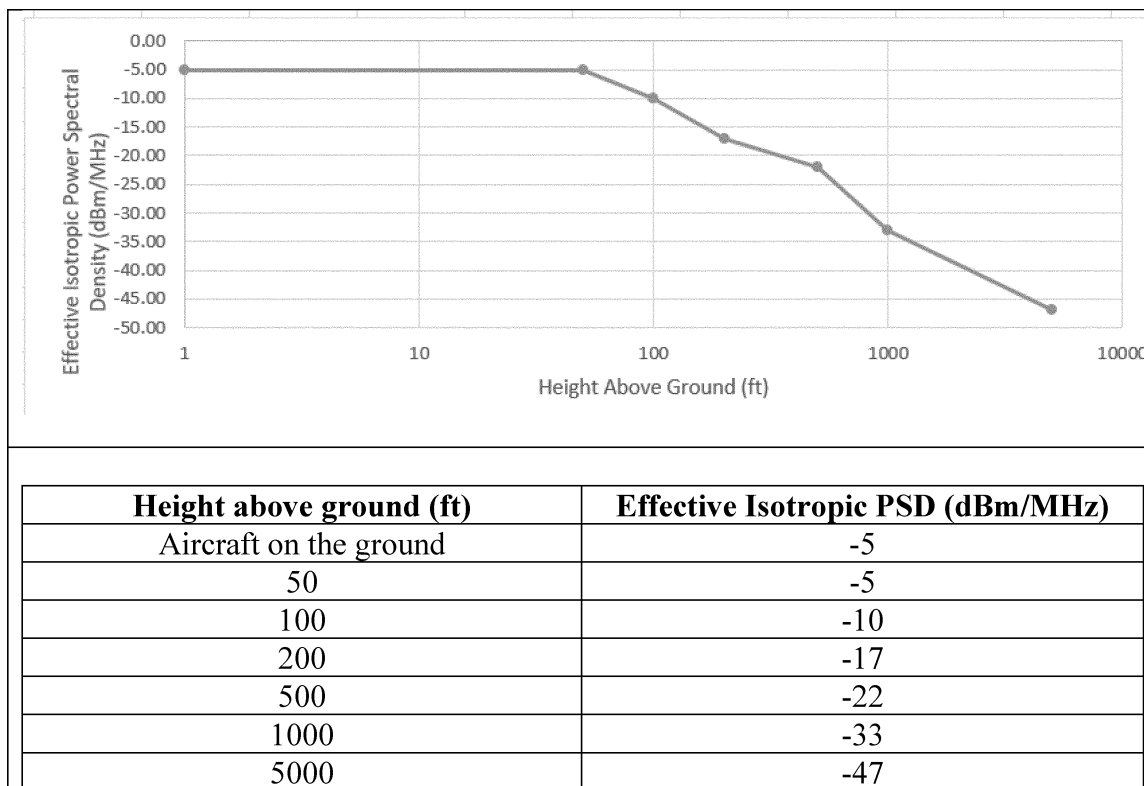
Comply with this AD within the compliance times specified, unless already done.

(g) Definitions

(1) For purposes of this AD, a “radio altimeter tolerant airplane” is one for which the radio altimeter, as installed, demonstrates the tolerances specified in paragraphs (g)(1)(i) and (ii) of this AD, using a method approved by the FAA. No actions are required by this AD for radio altimeter tolerant airplanes.

(i) Tolerance to radio altimeter interference, for the fundamental emissions (3.7–3.98 GHz), at or above the power spectral density (PSD) curve threshold specified in figure 1 to paragraph (g)(1)(i) of this AD.

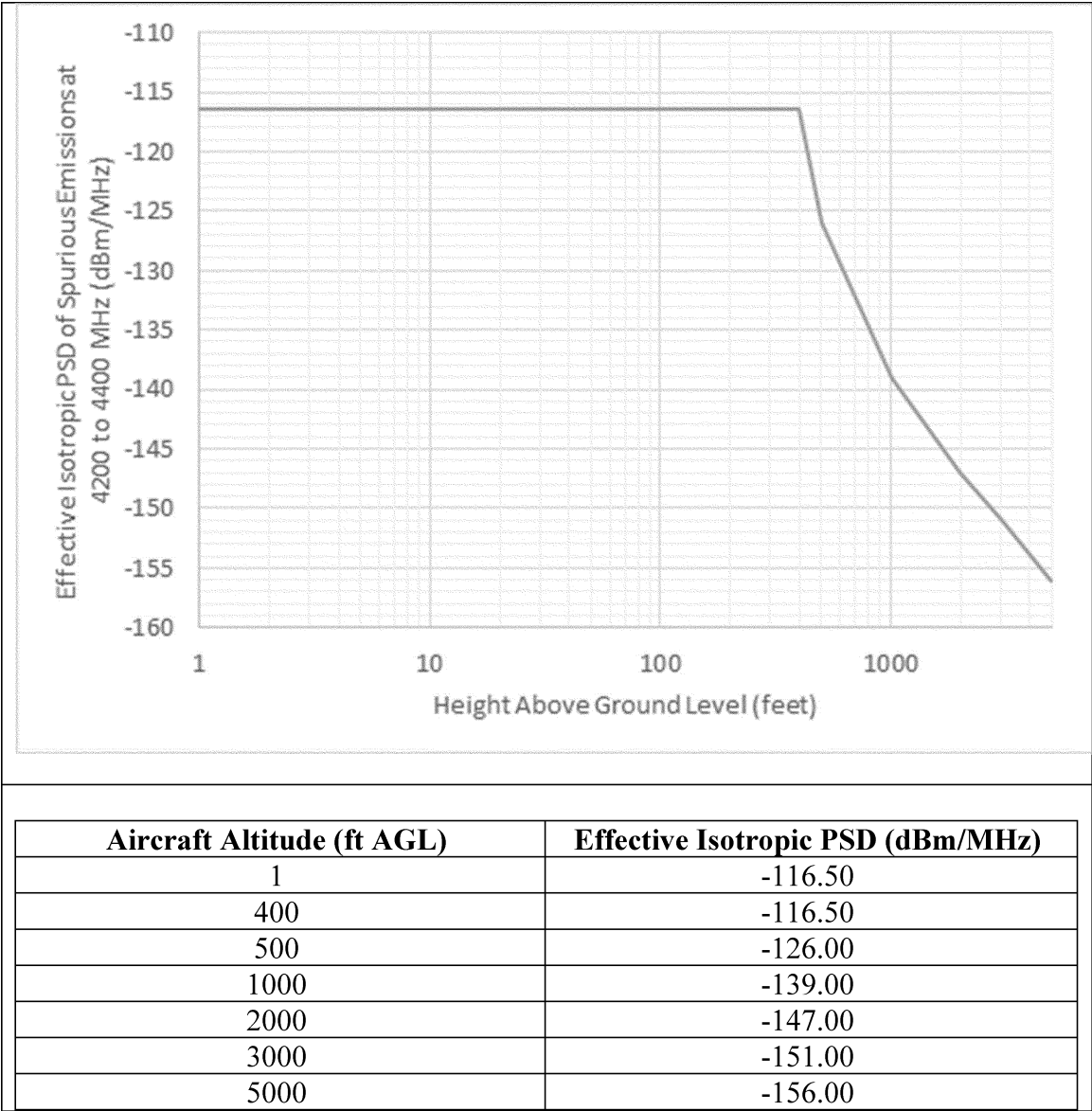
**Figure 1 to Paragraph (g)(1)(i)—
Fundamental Effective Isotropic PSD at
Outside Interface of Aircraft Antenna**



(ii) Tolerance to radio altimeter interference, for the spurious emissions (4.2–4.4 GHz), at or above the PSD curve threshold

specified in figure 2 to paragraph (g)(1)(ii) of this AD.
BILLING CODE 4910–13–P

Figure 2 to Paragraph (g)(1)(ii)—Spurious Effective Isotropic PSD at Outside Interface of Aircraft Antenna



(2) For purposes of this AD, a “non-radio altimeter tolerant airplane” is one for which the radio altimeter, as installed, does not demonstrate the tolerances specified in paragraphs (g)(1)(i) and (ii) of this AD.

(h) Airplane Flight Manual (AFM) Revision

For non-radio altimeter tolerant airplanes: Before further flight in Canadian airspace, do

the actions specified in paragraphs (h)(1) through (8) of this AD, as applicable.
(1) For airplanes identified in paragraphs (c)(1) and (c)(3) through (6) of this AD: Revise the Limitations Section of the existing AFM to include the information specified in figure 3 to paragraph (h)(1) of this AD. This may be done by inserting a copy of figure 3 to

paragraph (h)(1) of this AD into the existing AFM.
Figure 3 to Paragraph (h)(1)—AFM Limitations Revision for Non-Radio Altimeter Tolerant Model 707, 727, DC–8, DC–9 (Except DC–9–81 (MD–81), DC–9–82 (MD–82), DC–9–83 (MD–83), and DC–9–87 (MD–87)), and DC–10 Airplanes in Canadian Airspace

(As required by AD 2026-13-15)

**Radio Altimeter 5G Lower C-Band Interference, Approach Procedures
(Canadian Airspace)**

Due to the presence of 5G Lower C-Band wireless broadband interference, the following limitations are required for ILS approaches on runways in Canadian airspace.

ILS Approaches

Operators must use the Radio Altimeter 5G C-Band Interference, ILS Approaches procedure contained in the Operating Procedures Section of this AFM.

(2) For airplanes identified in paragraphs (c)(2), (7), and (8) of this AD: Revise the Limitations Section of the existing AFM to include the information specified in figure 4

to paragraph (h)(2) of this AD. This may be done by inserting a copy of figure 4 to paragraph (h)(2) of this AD into the existing AFM.

Figure 4 to Paragraph (h)(2)—AFM Limitations Revision for Non-Radio Altimeter Tolerant Model 717, MD-10, and MD-11 Airplanes in Canadian Airspace

(As required by AD 2026-13-15)

Radio Altimeter 5G Lower C-Band Interference, Approach, Landing, and Go-Around Procedures (Canadian Airspace)

Due to the presence of 5G Lower C-Band wireless broadband interference, the following limitations are required for approaches, landings, or go-arounds on runways, in Canadian airspace.

ILS and Non Precision Approaches, Landing, and Go-Around

Operators must use the Radio Altimeter 5G C-Band Interference, Approach, Landing, and Go-Around procedures contained in the Operating Procedures Section of this AFM.

(3) For airplanes identified in paragraph (c)(9) of this AD: Revise the Limitations Section of the existing AFM to include the

information specified in figure 5 to paragraph (h)(3) of this AD. This may be done by

inserting a copy of figure 5 to paragraph (h)(3) of this AD into the existing AFM.

Figure 5 to paragraph (h)(3) – AFM Limitations Revision for Non-Radio Altimeter Tolerant Model DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), MD-88, and MD-90-30 Airplanes in Canadian Airspace

(As required by AD 2026-13-15)

Radio Altimeter 5G Lower C-Band Interference, Approach Procedures (Canadian Airspace)

Due to the presence of 5G Lower C-Band wireless broadband interference, the following limitations are required for approaches in Canadian airspace.

ILS and Non Precision Approaches
Operators must use the Radio Altimeter 5G C-Band Interference, Approaches procedures contained in the Operating Procedures Section of this AFM.

(4) For airplanes identified in paragraphs (c)(1) and (c)(3) through (6) of this AD: Revise the Operating Procedures Section of the existing AFM to include the information specified in figure 6 to paragraph (h)(4) of this AD. This may be done by inserting a copy of figure 6 to paragraph (h)(4) of this AD

into the Operating Procedures Section of the existing AFM. An AFM with an Operating Procedures Section that complies with paragraph (l)(1)(i) of AD 2023–12–15, Amendment 39–22473 (88 FR 40023, June 21, 2023) (AD 2023–12–15) is acceptable for

compliance with the requirements of this paragraph of this AD.

Figure 6 to Paragraph (h)(4)—AFM Operating Procedures Revision for Model 707, 727, DC-8, DC-9 (Except DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), and DC-9-87 (MD-87)), and DC-10

(As required by AD 2026-13-15)

Radio Altimeter 5G C-Band Interference, ILS Approaches

ILS Approaches

For ILS approaches other than SA CAT I, SA CAT II, CAT II, and CAT III, disconnect the autopilot and autothrottles, and place both flight director switches to OFF prior to glideslope intercept.

(5) For airplanes identified in paragraph (c)(2) of this AD: Revise the Operating Procedures Section of the existing AFM to include the information specified in figure 7 to paragraph (h)(5) of this AD. This may be done by inserting a copy of figure 7 to

paragraph (h)(5) of this AD into the Operating Procedures Section of the existing AFM. An AFM with an Operating Procedures Section that complies with paragraph (l)(2)(i) of AD 2023–12–15 is acceptable for compliance

with the requirements of this paragraph of this AD.

Figure 7 to Paragraph (h)(5)—AFM Operating Procedures Revision for Model 717

(As required by AD 2026-13-15)

Radio Altimeter 5G C-Band Interference, Approach, Landing, and Go-Around

ILS Approaches

For ILS approaches other than SA CAT I, SA CAT II, CAT II, and CAT III, disconnect the autopilot prior to glideslope intercept.

Note: Possible erroneous radio altimeter indications may affect autothrottles and flight director guidance; manually intervene if necessary.

Non-Precision Approaches

Non-precision instrument approaches can be conducted using LNAV/VNAV with flight directors, autopilot, and autothrottle to published BARO minimums.

Landing

For landing, the Auto Ground Spoiler function may require manual extension. If manual extension is required, calculate landing distance requirements as specified in Appendix 3, Auto Ground Spoiler System Inop, of this AFM.

During Go-Around and Missed Approach

If go-around is required, initial flight director pitch guidance will provide proper speed and pitch targets, but, under certain 5G interference conditions, the flight director cannot be commanded from the Flight Control Panel (FCP) to provide speed or heading guidance, and may not provide altitude capture guidance. If this guidance is not available, manually comply with missed approach procedures, including altitude constraints.

(6) For airplanes identified in paragraph (c)(7) of this AD: Revise the Operating Procedures Section of the existing AFM to include the information specified in figure 8 to paragraph (h)(6) of this AD. This may be done by inserting a copy of figure 8 to

paragraph (h)(6) of this AD into the Operating Procedures Section of the existing AFM. An AFM with an Operating Procedures Section that complies with paragraph (l)(3)(i) of AD 2023-12-15 is acceptable for compliance

with the requirements of this paragraph of this AD.

Figure 8 to Paragraph (h)(6)—AFM Operating Procedures Revision for Model MD-10

(As required by AD 2026-13-15)

Radio Altimeter 5G C-Band Interference, Approach, Landing, and Go-Around**ILS Approaches**

For ILS approaches other than SA CAT I, SA CAT II, CAT II, and CAT III, disconnect the autopilot prior to glideslope intercept.

Note: Possible erroneous radio altimeter indications may affect autothrottles and flight director guidance; manually intervene if necessary.

Non-Precision Approaches

Non-precision instrument approaches can be conducted using LNAV/VNAV with flight directors, autopilot, and autothrottle to published BARO minimums.

Landing

For landing, the Auto Ground Spoiler function may require manual extension. If manual extension is required, calculate landing distance requirements according to the following tables, as applicable.

SERIES 10
50/EXT ESTIMATED LANDING DISTANCES (FEET)
USE MANUAL SPOILERS

Weight 1000 LB		260	280	300	320	340	360	380	400
S.L.	DRY	2800	2900	3030	3160	3290	3410	3540	3660
	WET	3670	3810	3990	4190	4370	4540	4730	4900
2000 FT	DRY	2920	3030	3170	3310	3450	3580	3720	3840
	WET	3840	3990	4190	4400	4600	4780	4980	5170
4000 FT	DRY	3060	3170	3320	3480	3620	3760	3920	4050
	WET	4040	4190	4410	4630	4850	5040	5260	5460
6000 FT	DRY	3210	3330	3490	3650	3820	3960	4130	4270
	WET	4240	4410	4650	4890	5120	5330	5570	5780
8000 FT	DRY	3360	3490	3670	3840	4020	4180	4360	4520
	WET	4460	4650	4900	5160	5410	5640	5900	6130
10000 FT	DRY	3530	3670	3860	4060	4250	4420	4610	4780
	WET	4690	4910	5180	5460	5730	5980	6260	6510

NOTE: Standard day, no wind, zero slope, three engines at maximum reverse thrust to 80 KIAS, then reverse idle to 60 KIAS, then forward idle to stop. (Includes Air Run Distance)

CORRECTIONS:

Temperature: Valid from STD -20°C to STD +40°C

FEET PER °C	DRY	WET
BELOW standard day	-7	-10
ABOVE standard day	+37	+44

Slope: Valid from -2% downhill to +2% uphill

FEET PER 1% SLOPE	DRY	WET
UPHILL	-46	-96
DOWNHILL	+257	+459

Wind: Valid from -10 knot tailwind to +20 knot headwind

FEET PER KNOT	DRY	WET
HEADWIND	-20	-34
TAILWIND	+50	+68

SERIES 10
35/EXT ESTIMATED LANDING DISTANCES (FEET)
USE MANUAL SPOILERS

Weight 1000 LB		260	280	300	320	340	360	380	400
S.L.	DRY	2800	2900	3030	3170	3300	3420	3560	3680
	STD=15°C WET	3710	3850	4050	4250	4450	4620	4820	4990
2000 FT	DRY	2930	3030	3180	3330	3470	3600	3740	3870
	STD=11°C WET	3890	4040	4260	4480	4680	4870	5080	5270
4000 FT	DRY	3070	3180	3330	3490	3640	3790	3940	4080
	STD=7°C WET	4090	4260	4480	4720	4940	5150	5370	5580

6000 FT	DRY	3210	3340	3500	3670	3840	3990	4160	4310
STD=3°C	WET	4300	4490	4730	4980	5220	5440	5690	5910
8000 FT	DRY	3380	3510	3680	3870	4050	4210	4400	4560
STD=-1°C	WET	4530	4730	4990	5260	5530	5770	6030	6280
10000 FT	DRY	3550	3690	3880	4090	4280	4460	4650	4830
STD=-5°C	WET	4790	5000	5280	5580	5860	6120	6410	6670
NOTE: Standard day, no wind, zero slope, three engines at maximum reverse thrust to 80 KIAS, then reverse idle to 60 KIAS, then forward idle to stop. (Includes Air Run Distance)									

CORRECTIONS:

Temperature: Valid from STD -20°C to STD +40°C

FEET PER °C	DRY	WET
BELOW standard day	-7	-10
ABOVE standard day	+17	+25

Slope: Valid from -2% downhill to +2% uphill

FEET PER 1% SLOPE	DRY	WET
UPHILL	-47	-99
DOWNHILL	+125	+300

Wind: Valid from -10 knot tailwind to +20 knot headwind

FEET PER KNOT	DRY	WET
HEADWIND	-20	-34
TAILWIND	+30	+51

SERIES 30
50/EXT ESTIMATED LANDING DISTANCES (FEET)
USE MANUAL SPOILERS

Weight 1000 LB		340	360	380	400	420	440	460	480
S.L.	DRY	3380	3530	3670	3800	3910	4050	4210	4370
STD=15°C	WET	4500	4700	4900	5100	5270	5470	5690	5920
2000 FT	DRY	3550	3710	3850	4000	4120	4270	4440	4610

STD=11°C	WET	4740	4960	5180	5390	5570	5790	6030	6280
4000 FT	DRY	3740	3900	4060	4220	4350	4510	4710	4910
STD=7°C	WET	5010	5250	5480	5710	5910	6150	6440	6720
6000 FT	DRY	3930	4110	4280	4450	4590	4770	5010	5240
STD=3°C	WET	5290	5550	5800	6050	6260	6520	6860	7200
8000 FT	DRY	4140	4330	4510	4720	4910	5120	5390	5650
STD=-1°C	WET	5590	5860	6130	6430	6710	7020	7390	7770
10000 FT	DRY	4370	4570	4770	5010	5260	5510	5800	6110
STD=-5°C	WET	5910	6210	6500	6840	7200	7560	7970	8410
NOTE: Standard day, no wind, zero slope, three engines at maximum reverse thrust to 80 KIAS, then reverse idle to 60 KIAS, then forward idle to stop. (Includes Air Run Distance)									

CORRECTIONS:

Temperature: Valid from STD -20°C to STD +40°C

FEET PER °C	DRY	WET
BELOW standard day	-10	-14
ABOVE standard day	+23	+34

Slope: Valid from -2% downhill to +2% uphill

FEET PER 1% SLOPE	DRY	WET
UPHILL	-54	-116
DOWNHILL	+168	+380

Wind: Valid from -10 knot tailwind to +20 knot headwind

FEET PER KNOT	DRY	WET
HEADWIND	-25	-41
TAILWIND	+79	+63

SERIES 30

**35/EXT ESTIMATED LANDING DISTANCES (FEET)
USE MANUAL SPOILERS**

Weight 1000 LB		340	360	380	400	420	440	460	480
S.L.	DRY	3500	3650	3810	3950	4070	4220	4390	4560
	STD=15°C WET	4700	4920	5140	5360	5540	5760	6010	6250
2000 FT	DRY	3680	3840	4010	4160	4300	4460	4640	4820
	STD=11°C WET	4960	5190	5440	5670	5870	6110	6380	6640
4000 FT	DRY	3870	4040	4230	4400	4540	4720	4930	5150
	STD=7°C WET	5250	5500	5770	6020	6240	6500	6810	7120
6000 FT	DRY	4080	4270	4460	4650	4800	4990	5250	5510
	STD=3°C WET	5550	5830	6110	6390	6620	6910	7270	7640
8000 FT	DRY	4300	4500	4710	4930	5140	5370	5650	5930
	STD=-1°C WET	5870	6170	6480	6800	7100	7430	7840	8240
10000 FT	DRY	4540	4760	4990	5250	5500	5780	6090	6400
	STD=-5°C WET	6210	6540	6870	7250	7610	8010	8460	8900

NOTE: Standard day, no wind, zero slope, three engines at maximum reverse thrust to 80 KIAS, then reverse idle to 60 KIAS, then forward idle to stop. (Includes Air Run Distance)

CORRECTIONS:

Temperature: Valid from STD -20°C to STD +40°C

FEET PER °C	DRY	WET
BELOW standard day	-10	-15
ABOVE standard day	+26	+37

Slope: Valid from -2% downhill to +2% uphill

FEET PER 1% SLOPE	DRY	WET
UPHILL	-58	-120
DOWNHILL	+179	+411

Wind: Valid from -10 knot tailwind to +20 knot headwind

FEET PER KNOT	DRY	WET
HEADWIND	-26	-42

TAILWIND	+86	+68
During Go-Around and Missed Approach If go-around is required, initial flight director pitch guidance will provide proper speed and pitch targets, but, under certain 5G interference conditions, the flight director cannot be commanded from the Flight Control Panel (FCP) to provide speed or heading guidance, and may not provide altitude capture guidance. If this guidance is not available, manually comply with missed approach procedures, including altitude constraints.		

(7) For airplanes identified in paragraph (c)(8) of this AD: Revise the Operating Procedures Section of the existing AFM to include the information specified in figure 9 to paragraph (h)(7) of this AD. This may be done by inserting a copy of figure 9 to

paragraph (h)(7) of this AD into the Operating Procedures Section of the existing AFM. An AFM with an Operating Procedures Section that complies with paragraph (l)(4)(i) of AD 2023–12–15 is acceptable for compliance

with the requirements of this paragraph of this AD.

Figure 9 to Paragraph (h)(7)—AFM Operating Procedures Revision for Model MD–11

(As required by AD 2026-13-15)

Radio Altimeter 5G C-Band Interference, Approach, Landing, and Go-Around

ILS Approaches

For ILS approaches other than SA CAT I, SA CAT II, CAT II, and CAT III, disconnect the autopilot prior to glideslope intercept.

Note: Possible erroneous radio altimeter indications may affect autothrottles and flight director guidance; manually intervene if necessary.

Non-Precision Approaches

Non-precision instrument approaches can be conducted using LNAV/VNAV with flight directors, autopilot, and autothrottle to published BARO minimums.

Landing

For landing, the Auto Ground Spoiler function may require manual extension. If manual extension is required, calculate landing distance requirements according to the following tables, as applicable.

50/EXT ESTIMATED LANDING DISTANCES (FEET)
USE MAN SPOILERS

General Electric CF6-80C2 Engines

Weight 1000 LB		360	380	400	420	440	460	480	500
S.L.	DRY	4315	4480	4650	4803	4949	5126	5274	5453
	STD=15°C WET	5156	5388	5604	5805	6008	6240	6443	6677
2000 FT	DRY	4520	4695	4876	5039	5195	5384	5542	5734
	STD=11°C WET	5466	5688	5927	6140	6355	6605	6827	7084
4000 FT	DRY	4738	4925	5118	5292	5459	5661	5830	6036
	STD=7°C WET	5777	6021	6275	6510	6743	7007	7241	7527
6000 FT	DRY	4975	5175	5381	5568	5747	5963	6145	6367
	STD=3°C WET	6125	6392	6658	6917	7166	7449	7710	7999

8000 FT	DRY	5229	5443	5663	5864	6057	6290	6486	6725
STD=-1°C	WET	6497	6787	7084	7354	7628	7939	8212	8538
10000 FT	DRY	5505	5734	5972	6188	6418	6693	6931	7208
STD=-5°C	WET	6920	7220	7544	7842	8155	8532	8853	9223
NOTE: Standard day, no wind, zero slope, three engines at maximum reverse thrust to 80 KIAS, then reverse idle to 60 KIAS, then forward idle to stop (includes air run distances).									

CORRECTIONS:

Temperature: Valid from STD -20°C to STD +40°C

FEET PER °C	DRY	WET
BELOW standard day	-12	-14
ABOVE standard day	+25	+35

Slope: Valid from -2% downhill to +2% uphill

FEET PER 1% SLOPE	DRY	WET
UPHILL	-84	-137
DOWNHILL	+229	+444

Wind: Valid from -10 knot tailwind to +20 knot headwind

FEET PER KNOT	DRY	WET
HEADWIND	-32	-46
TAILWIND	+83	+132

35/EXT ESTIMATED LANDING DISTANCES (FEET)
USE MAN SPOILERS

General Electric CF6-80C2 Engines

Weight 1000 LB		360	380	400	420	440	460	480	500
S.L.	DRY	4632	4803	4974	5155	5340	5496	5685	5855
STD=15°C	WET	5577	5795	6020	6257	6502	6717	6969	7197
2000 FT	DRY	4856	5039	5221	5414	5613	5780	5983	6165
STD=11°C	WET	5890	6131	6373	6631	6893	7128	7394	7642
4000 FT	DRY	5096	5291	5486	5693	5906	6085	6304	6500
STD=7°C	WET	6249	6509	6763	7037	7317	7571	7864	8133
6000 FT	DRY	5357	5566	5775	5998	6227	6420	6655	6867

STD=3°C	WET	6631	6914	7190	7489	7798	8060	8380	8674
8000 FT	DRY	5637	5862	6087	6326	6574	6782	7037	7317
STD=-1°C	WET	7047	7348	7660	7980	8308	8600	8943	9324
10000 FT	DRY	5943	6185	6428	6687	6963	7267	7546	7854
STD=-5°C	WET	7513	7841	8166	8522	8888	9294	9675	10074
NOTE: Standard day, no wind, zero slope, three engines at maximum reverse thrust to 80 KIAS, then reverse idle to 60 KIAS, then forward idle to stop (includes air run distances).									

CORRECTIONS:

Temperature: Valid from STD -20°C to STD +40°C

FEET PER °C	DRY	WET
BELOW standard day	-13	-16
ABOVE standard day	+29	+39

Slope: Valid from -2% downhill to +2% uphill

FEET PER 1% SLOPE	DRY	WET
UPHILL	-94	-155
DOWNHILL	+275	+522

Wind: Valid from -10 knot tailwind to +20 knot headwind

FEET PER KNOT	DRY	WET
HEADWIND	-35	-50
TAILWIND	+95	+143

50/EXT ESTIMATED LANDING DISTANCES (FEET)**USE MAN SPOILERS**

Pratt & Whitney PW-4460/PW-4462 Engines

Weight 1000 LB		360	380	400	420	440	460	480	500
S.L.	DRY	4316	4476	4641	4791	4963	5113	5262	5443
STD=15°C	WET	5050	5269	5498	5710	5922	6157	6371	6626
2000 FT	DRY	4526	4697	4875	5036	5190	5377	5535	5728
STD=11°C	WET	5343	5585	5824	6053	6282	6531	6760	7035

4000 FT	DRY	4751	4935	5125	5297	5463	5663	5832	6038
STD=7°C	WET	5664	5914	6185	6425	6673	6943	7189	7477
6000 FT	DRY	4993	5190	5394	5580	5757	5973	6154	6375
STD=3°C	WET	6003	6284	6566	6826	7094	7392	7651	7969
8000 FT	DRY	5253	5465	5684	5883	6075	6307	6503	6741
STD=-1°C	WET	6382	6677	6983	7266	7550	7869	8158	8494
10000 FT	DRY	5534	5762	5998	6214	6443	6718	6955	7232
STD=-5°C	WET	6783	7107	7440	7749	8076	8457	8797	9182
NOTE: Standard day, no wind, zero slope, three engines at maximum reverse thrust to 60 KIAS, then forward idle to stop (includes air run distances).									

CORRECTIONS:

Temperature: Valid from STD -20°C to STD +40°C

FEET PER °C	DRY	WET
BELOW standard day	-11	-13
ABOVE standard day	+25	+34

Slope: Valid from -2% downhill to +2% uphill

FEET PER 1% SLOPE	DRY	WET
UPHILL	-83	-138
DOWNHILL	+228	+443

Wind: Valid from -10 knot tailwind to +20 knot headwind

FEET PER KNOT	DRY	WET
HEADWIND	-33	-45
TAILWIND	+83	+128

35/EXT ESTIMATED LANDING DISTANCES (FEET)
USE MAN SPOILERS

Pratt & Whitney PW-4460/PW-4462 Engines

Weight 1000 LB		360	380	400	420	440	460	480	500
S.L.	DRY	4622	4790	4958	5138	5326	5484	5677	5850
STD=15°C	WET	5422	5661	5902	6154	6422	6647	6923	7169
2000 FT	DRY	4856	5035	5215	5406	5605	5773	5979	6165
STD=11°C	WET	5755	6005	6265	6533	6812	7062	7353	7626
4000 FT	DRY	5105	5298	5491	5696	5908	6087	6307	6506
STD=7°C	WET	6102	6386	6659	6950	7251	7511	7825	8121
6000 FT	DRY	5373	5581	5788	6009	6238	6430	6665	6879
STD=3°C	WET	6493	6787	7084	7397	7724	8013	8345	8656
8000 FT	DRY	5662	5885	6109	6347	6594	6802	7056	7285
STD=-1°C	WET	6907	7220	7543	7887	8236	8548	8916	9254
10000 FT	DRY	5975	6216	6458	6716	6992	7296	7575	7882
STD=-5°C	WET	7353	7703	8047	8423	8815	9243	9646	10082

NOTE: Standard day, no wind, zero slope, three engines at maximum reverse thrust to 60 KIAS, then forward idle to stop (includes air run distances).

CORRECTIONS:

Temperature: Valid from STD -20°C to STD +40°C

FEET PER °C	DRY	WET
BELOW standard day	-11	-15
ABOVE standard day	+28	+39

Slope: Valid from -2% downhill to +2% uphill

FEET PER 1% SLOPE	DRY	WET
UPHILL	-93	-151
DOWNHILL	+273	+524

Wind: Valid from -10 knot tailwind to +20 knot headwind

FEET PER KNOT	DRY	WET
HEADWIND	-35	-48

TAILWIND	+94	+140
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During Go-Around and Missed Approach

If go-around is required, initial flight director pitch guidance will provide proper speed and pitch targets, but, under certain 5G interference conditions, the flight director cannot be commanded from the Flight Control Panel (FCP) to provide speed or heading guidance, and may not provide altitude capture guidance. If this guidance is not available, manually comply with missed approach procedures, including altitude constraints.

(8) For airplanes identified in paragraph (c)(9) of this AD: Revise the Operating Procedures Section of the existing AFM to include the information specified in figure 10 to paragraph (h)(8) of this AD. This may be done by inserting a copy of figure 10 to paragraph (h)(8) of this AD into the Operating

Procedures Section of the existing AFM. An AFM with an Operating Procedures Section that complies with paragraph (l)(5)(i) of AD 2023–12–15 is acceptable for compliance with the requirements of this paragraph of this AD.

Figure 10 to Paragraph (h)(8)—AFM Operating Procedures Revision for Model DC–9–81 (MD–81), DC–9–82 (MD–82), DC–9–83 (MD–83), DC–9–87 (MD–87), MD–88, and MD–90–30

(As required by AD 2026-13-15)

Radio Altimeter 5G C-Band Interference, Approaches

ILS Approaches

For ILS approaches other than SA CAT I, SA CAT II, CAT II, and CAT III, disconnect the autopilot and autothrottles, and place both flight director switches to OFF prior to glideslope intercept.

Note: Possible erroneous radio altimeter indications may affect autopilot, autothrottles, and flight director guidance; manually intervene if necessary.

Non-Precision Approaches

Non-precision instrument approaches can be conducted using LNAV/VNAV with flight directors, autopilot, and autothrottle to published BARO minimums.

(i) Terminating Action for AFM Revision

(1) Modifying the airplane from a non-radio altimeter tolerant airplane to a radio altimeter tolerant airplane terminates the limitations in paragraphs (h)(1) through (3) of this AD and the operating procedures in paragraphs (h)(4) through (8) of this AD for that airplane.

(2) After modifying the airplane to a radio altimeter tolerant airplane, the limitations specified by paragraphs (h)(1) through (3) of this AD and the operating procedures in paragraphs (h)(4) through (8) of this AD may be removed from the AFM.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, AIR–520, Continued Operational Safety Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or responsible Flight Standards Office, as appropriate. If sending information directly to the manager of AIR–520, Continued Operational Safety Branch, send it to the attention of the person identified in paragraph (k) of this AD and email to: AMOC@faa.gov.

(2) Before using any approved AMOC, notify your appropriate principal inspector,

or lacking a principal inspector, the manager of the responsible Flight Standards Office.

(3) The following AMOCs approved previously for AD 2023–12–15, Amendment 39–22473 (88 FR 40023, June 21, 2023) are approved as AMOCs for paragraph (g)(1) of this AD: FAA AMOC letters 720–23–00137, 720–23–00138, 720–23–00169, 722–23–00073, and 722–23–00076.

(k) Additional Information

For more information about this AD, contact Ken Fairhurst, Continued Operational Safety Technical Advisor, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 817–222–5390; email: operationalafety@faa.gov.

(I) Material Incorporated by Reference

None.

Issued on June 25, 2026.

Brian Knaup,

Acting Deputy Director, Integrated Certificate Management Division, Aircraft Certification Service.

[FR Doc. 2026–13205 Filed 6–26–26; 4:15 pm]

BILLING CODE 4910–13–C

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 39**

[Docket No. FAA–2026–7207; Project Identifier AD–2026–00556–T; Amendment 39–23399; AD 2026–13–16]

RIN 2120–AA64

Airworthiness Directives; The Boeing Company Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for all The Boeing Company Model 757 airplanes and Model 767 airplanes. This AD was prompted by the determination that radio altimeters cannot be relied upon to perform their intended function if they experience interference from wireless broadband operations in the 3.7–3.98 GHz frequency band (5G Lower C-Band) while operating in Canadian airspace, and a determination that, during approach, landings, and go-arounds, as a result of this interference, certain airplane systems may not properly function, resulting in increased flightcrew workload while on approach with the flight director, autothrottle, or autopilot engaged, which could result in reduced ability of the flightcrew to maintain safe flight and landing of the airplane. This AD requires revising the existing airplane flight manual (AFM) to incorporate limitations prohibiting certain operations requiring radio altimeter data when operating in Canadian airspace. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective July 1, 2026.

The FAA must receive comments on this AD by August 14, 2026.

ADDRESSES: You may send comments, using the procedures found in 14 CFR 11.43 and 11.45, by any of the following methods:

- *Federal eRulemaking Portal:* Go to *regulations.gov*. Follow the instructions for submitting comments.

- *Fax:* 202–493–2251.

- *Mail:* U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590.

- *Hand Delivery:* Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

AD Docket: You may examine the AD docket at *regulations.gov* by searching for and locating Docket No. FAA–2026–7207; or in person at Docket Operations between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this final rule, any comments received, and other information. The street address for Docket Operations is listed above.

FOR FURTHER INFORMATION CONTACT: Ken Fairhurst, Continued Operational Safety Technical Advisor, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 817–222–5390; email: *operationalsafety@faa.gov*.

SUPPLEMENTARY INFORMATION:**Comments Invited**

The FAA invites you to send any written data, views, or arguments about this final rule. Send your comments using a method listed under the **ADDRESSES** section. Include Docket No. FAA–2026–7207 and Project Identifier AD–2026–00556–T at the beginning of your comments. The most helpful comments reference a specific portion of the final rule, explain the reason for any recommended change, and include supporting data. The FAA will consider all comments received by the closing date and may amend this final rule because of those comments.

Except for Confidential Business Information (CBI) as described in the following paragraph, and other information as described in 14 CFR 11.35, the FAA will post all comments received, without change, to *regulations.gov*, including any personal information you provide. The agency will also post a report summarizing each substantive verbal contact received about this final rule.

Confidential Business Information

CBI is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act (FOIA) (5 U.S.C. 552), CBI is exempt from public disclosure. If your comments responsive to this AD contain commercial or financial information that is customarily treated as private, that you actually treat as private, and that is relevant or responsive to this AD,

it is important that you clearly designate the submitted comments as CBI. Please mark each page of your submission containing CBI as “PROPIN.” The FAA will treat such marked submissions as confidential under the FOIA, and they will not be placed in the public docket of this AD. Submissions containing CBI should be sent to Ken Fairhurst, Continued Operational Safety Technical Advisor, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 817–222–5390; email: *operationalsafety@faa.gov*. Any commentary that the FAA receives that is not specifically designated as CBI will be placed in the public docket for this rulemaking.

Background

The FAA issued AD 2021–23–12, Amendment 39–21810 (86 FR 69984, December 9, 2021) (AD 2021–23–12), for all transport and commuter category airplanes equipped with a radio altimeter. AD 2021–23–12 was prompted by a determination that radio altimeters cannot be relied upon to perform their intended function if they experience interference from wireless broadband operations in the 5G Lower C-Band, which is close to the frequency bands used by radio altimeters (4.2–4.4 GHz). AD 2021–23–12 required revising the limitations section of the existing AFM to incorporate limitations prohibiting certain operations requiring radio altimeter data when in the presence of 5G Lower C-Band interference as identified by Notices to Air Missions (NOTAMs). The agency issued AD 2021–23–12 because radio altimeter anomalies that are undetected by the automation or pilot, particularly close to the ground (*e.g.*, landing flare), could lead to loss of continued safe flight and landing.

The FAA subsequently identified an additional hazard presented by 5G Lower C-Band interference on Boeing Model 757 and Model 767 airplanes and issued AD 2022–04–05, Amendment 39–21947 (87 FR 8152, February 14, 2022) (AD 2022–04–05). AD 2022–04–05 was prompted by the unsafe condition in AD 2021–23–12, as well as a determination that, during approach, landings, and go-arounds, as a result of interference from the 5G Lower C-Band, certain airplane systems may not properly function, resulting in increased flightcrew workload while on approach with the flight director, autothrottle, or autopilot engaged, which could result in reduced ability of the flightcrew to maintain safe flight and landing of the airplane. AD 2022–04–05 required revising the limitations section of the existing AFM to incorporate limitations requiring specific operating procedures