

Advisory Wire

REFERENCE NO: AW000-34-0010, Rev 08

ATA: 34-44

EFFECTIVITY: All Challenger models
All Global models

**SUBJECT: 5G – Risk of Potential
Adverse Effects on Radio
Altimeters**

1. REFERENCES:

- 1.1. Federal Aviation Administration (FAA) Airworthiness Directive (AD) 2023-10-02 – Transport and Commuter Category Airplanes
<https://www.federalregister.gov/documents/2023/05/26/2023-11371/airworthiness-directives-transport-and-commuter-category-airplanes>
- 1.2. Transport Canada Continuing Airworthiness (TCCA) Airworthiness Directive (AD) CF-2023-46 Airworthiness Directive CF-2023-46 - Navigation – Aeroplane – Prohibition of Operations Requiring Radio Altimeter When Operating in the Presence of 5G C-Band Wireless
https://wwwapps.tc.gc.ca/Saf-Sec-Sur/2/cawis-swimn/AD_dl.aspx?ad=CF-2023-46&cn=CF&ft=pdf&l=E
- 1.3. Flight Operation Notifications (FON) Manuals AVNC-038 (Global) and FON AVNC-002 (Challenger) 5G – Risk of Potential Adverse Effects on Radio Altimeter
- 1.4. Advisory Wire AW700-34-0904 - Airplane Flight Manual (AFM) Limitations and Master Minimum Equipment List (MMEL) Item Prohibition in the Presence of 5G C-Band Wireless Broadband Interference
- 1.5. Advisory Wire AW700-34-0907 - Airplane Flight Manual (AFM) Limitations and Master Minimum Equipment List (MMEL) Item Prohibition in the Presence of 5G C-Band Wireless Broadband Interference

The references above are posted and available on the Bombardier Customer Portal:

<https://my.businessaircraft.bombardier.com/>

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- 1.6. Mitsubishi Heavy Industries Regional Jet (MHI RJ) – Challenger 850 Flight Operation Note (FON) no. 34-012, 5G – Potential Unreliable Operation of Radio Altimeter Caused by 5G C-Band Interference

The reference above is posted and available on the MHI RJ Customer Portal:

[flyMHIRJ](#)

- 1.7. FAA letter No. 720-23-00155 - BD-700-1A10/1A11 (Global 5/6), BD-100-1A10 (CH300/350), CL-600-2B16 (CH605/650) Compliance to FAA AD 2023-10-02 Radio Altimeter Tolerant Airplane Definition

- 1.8. FAA letter No. 732-23-00175 - BD-700-2A12 Compliance to FAA AD 2023-10-02 Radio Altimeter Tolerant Airplane Definition

- 1.9. AMOC No. AARDG-2023/A41 - Blanket Alternative Means of Compliance (AMOC) with Transport Canada Civil Aviation (TCCA) Airworthiness Directive (AD) CF-2023-46
[CF-2023-46-E.PDF \(tc.gc.ca\)](#)

- 1.10. FAA AD NPRM Docket # FAA-2022-1647-0095
[Regulations.gov](#)

2. INTRODUCTION:

Revision 8 of this Advisory Wire (AW) is to inform the operators that the FAA released the letter No. 720-23-00155 (Ref. 1.7) and No. 732-23-00175 (Ref. 1.8) and also to introduce the TCCA AMOC No. AARDG-2023/A41 (Ref. 1.9).

To help operators, this AW provides guidance through the different sections of the FAA AD 2023-10-02 (Ref. 1.1) and TCCA AD CF-2023-46 (Ref. 1.2).

3. DESCRIPTION:

The FAA issued AD 2023-10-02 (Ref. 1.1) effective May 26, 2023, to address the expanded use of 5G C-Band telecommunications (3.7-3.98 GHz) which is just below the radio altimeter systems operating frequency (4.2-4.4 GHz). The determination was made that radio altimeter systems cannot be relied upon to perform their intended function if they experience interference from adjoining wireless broadband operations.

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The FAA AD 2023-10-02 (Ref. 1.1) is adding definitions for “**radio altimeter tolerant**” and “**non-radio altimeter tolerant**” airplanes to 5G C-Band interference, adding requirements for US-registered airplanes operating under 14 CFR Part 121 to install radio altimeter tolerant equipment before February 1st 2024, and requires revising the limitations section of the AFM on or before June 30th, 2023, to incorporate limitations prohibiting certain operations requiring radio altimeter data, due to the presence of 5G C-Band interference.

In response to Bombardier’s request, the FAA issued letter No. 720-23-00155 (Ref. 1.7) and respectively No. 732-23-00175 (Ref. 1.8) which confirms that Bombardier BD-700-1A10/1A11 (Global 5/6), BD-100-1A10 (CH300/350), CL-600-2B16 (CH605/650) aircraft with External Bandpass Filter installed and BD-700-2A12 (Global 7500) aircraft equipped with Radio Altimeter P/N: 822-0615-257, meet the requirement to be a “**radio altimeter tolerant**” aircraft as defined in paragraphs (g)(1)(i) and (g)(1)(ii) of AD 2023-10-02 (Ref. 1.1).

The TCCA AMOC No. AARDG-2023/A41 (Ref. 1.9) issued on July 11, 2023 is applicable only to Canadian registered airplanes and confirms the acceptability of any FAA approved AMOC with FAA AD 2023-10-02 (Ref. 1.1) (if granted*) for use as an AMOC with Transport Canada AD CF-2023-46 (Ref. 1.2).

Note*: Please note that no AMOC is deemed required by Bombardier for operators updating their AFMs to the revisions referenced in Table 2. These revised AFMs meet the intent of the FAA AD 2023-10-02 (Ref. 1.1).

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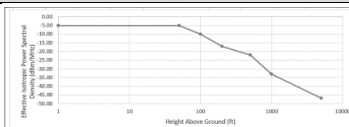
4. ACTION:

FAA AD 2023-10-02 (Ref. 1.1)	TCCA AD CF-2023-46 (Ref. 1.2)	Bombardier Guidance Regarding Compliance															
“(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)—<i>Fundamental Effective Isotropic PSD at Outside Interface of Airplane Antenna</i>	“Corrective Actions: Part I - Definitions For the purposes of this AD, the following definitions apply: A. A radio altimeter tolerant aeroplane is one for which the radio altimeter, as installed, demonstrates the tolerances specified in Part I paragraphs A.1 and A.2. of this AD, using a method approved by the FAA or Transport Canada. No actions are required by this AD for radio altimeter tolerant aeroplanes. 1. 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 of this AD. 2. 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 of this AD. B. A non-radio altimeter tolerant aeroplane is one for which the radio altimeter, as installed, does not	Currently, all Bombardier aircraft are identified as “non-radio altimeter tolerant airplane”. All aircraft delivered after the applicable production Modsum (Ref. Table 1) or which incorporate the SBs (Ref. Table 3) mentioned within this AW meet the 5G interference “radio altimeter tolerant airplane” definition specified in FAA AD 2023-10-02 (Ref. 1.1) and TCCA AD CF-2023-46 (Ref. 1.2). See FAA letter No. 720-23-00155 (Ref. 1.7) and No. 732-23-00175 (Ref. 1.8). <table> <tr> <th>Aircraft Type</th><th>Production Modsum for RAD ALT filter incorporation</th><th>Production Modsum Aircraft Effectivity</th></tr> <tr> <td>Global 5/6</td><td>700T901700</td><td>9313 & 60110 - 61999</td></tr> <tr> <td>Global 7500</td><td>700T7095127</td><td>70192 - 79999</td></tr> <tr> <td>Challenger 350/3500</td><td>100T011140</td><td>20993 - 22999</td></tr> <tr> <td>Challenger 650</td><td>600-6703</td><td>6209 - 6999</td></tr> </table> Table 1	Aircraft Type	Production Modsum for RAD ALT filter incorporation	Production Modsum Aircraft Effectivity	Global 5/6	700T901700	9313 & 60110 - 61999	Global 7500	700T7095127	70192 - 79999	Challenger 350/3500	100T011140	20993 - 22999	Challenger 650	600-6703	6209 - 6999
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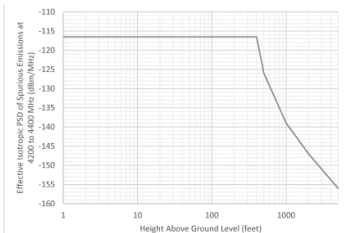
[FAA AD 2023-10-02](#) (Ref. 1.1)



Height above ground (ft)	Effective Isotropic PSD (dBm/MHz)
Aircraft on the ground	-5
50	-5
100	-10
200	-17
500	-22
1000	-33
5000	-47

(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.

Figure 2 to paragraph (g)(1)(ii)—*Spurious Effective Isotropic PSD at Outside Interface of Airplane Antenna*

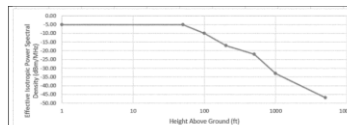


Airplane Altitude (ft AGL)	Effective Isotropic PSD (dBm/MHz)
1	-116.50
400	-116.50
500	-126.00
1000	-139.00
2000	-147.00
3000	-151.00
5000	-156.00

[TCCA AD CF-2023-46](#) (Ref. 1.2)

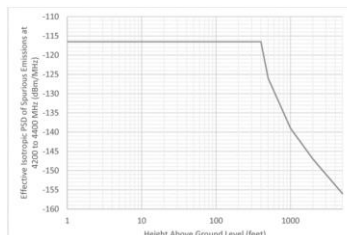
demonstrate the tolerances specified in Part I paragraphs A.1. and A.2. of this AD.

Figure 1 - Fundamental Effective Isotropic PSD at Outside Interface of Aircraft Antenna



Height above ground (ft)	Effective Isotropic PSD (dBm/MHz)
Aircraft on the ground	-5
50	-5
100	-10
200	-17
500	-22
1000	-33
5000	-47

Figure 2 - Spurious Effective Isotropic PSD at Outside Interface of Airplane Antenna



Airplane Altitude (ft AGL)	Effective Isotropic PSD (dBm/MHz)
1	-116.50
400	-116.50
500	-126.00
1000	-139.00
2000	-147.00
3000	-151.00
5000	-156.00

Bombardier Guidance Regarding Compliance

Advisory Wire

FAA AD 2023-10-02 (Ref. 1.1)	TCCA AD CF-2023-46 (Ref. 1.2)	Bombardier Guidance Regarding Compliance
(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.”		
“(i) Airplane Flight Manual (AFM) Revision After June 30, 2023 For non-radio altimeter tolerant airplanes, do the actions specified in paragraphs (i)(1) and (2) of this AD (Ref. 1.1). (1) On or before June 30, 2023, revise the Limitations Section of the existing AFM to include the information specified in figure 4 to paragraph (i) of this AD. This may be done by inserting a copy of figure 4 to paragraph (i) of this AD into the existing AFM. Incorporating the AFM revision required by this paragraph terminates the AFM revision required by paragraph (h) of this AD. (2) Before further flight after incorporating the limitations specified in figure 4 to paragraph (i) of this AD, remove the AFM	Part III – AFM Revision After 30 June 2023 For non-radio altimeter tolerant aeroplanes, do the actions specified in Part III of this AD. A. On or before June 30, 2023, revise the Limitations Section of the existing AFM to include the information specified in Figure 4 of this AD. This may be done by inserting a copy of Figure 4 of this AD, or the AD itself, into the existing AFM. Incorporating the AFM revision required by this paragraph terminates the AFM revision required by Part II of this AD. B. Before further flight after incorporating the limitations specified in Figure 4 of this AD, remove the AFM revision required by Part II of this AD. C. Inform all flight crews of these new limitations and thereafter operate the	<u>For radio altimeter tolerant airplanes:</u> No further action required for this portion of the AD. <u>For non-radio altimeter tolerant airplanes:</u> To comply with paragraph (i) of the FAA AD 2023-10-02 (Ref. 1.1) or the requirements of TCCA AD CF-2023-46 (Ref. 1.2), all the aircraft owner/operators flying in U.S airspace are required to carry the AFM/ TR revision (or later) listed in Table 2 below, as applicable to their aircraft. Note: FAA confirmed (Ref. 1.10) that the additional comma in the first bulleted item of Figure 4 of the AD 2023-10-02 (Ref. 1.1) is a clerical error. Therefore, only SA CAT I, SA CAT II, CAT II and CAT III procedures are prohibited.

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FAA AD 2023-10-02 (Ref. 1.1)	TCCA AD CF-2023-46 (Ref. 1.2)	Bombardier Guidance Regarding Compliance																																																						
revision required by paragraph (h) of this AD. Figure 4 to paragraph (i)— <i>AFM Revision for Non-Radio Altimeter Tolerant Airplanes</i> (Required by AD 2023-10-02) Radio Altimeter Flight Restrictions Due to the presence of 5G C-Band wireless broadband interference, when operating in the contiguous U.S. airspace, the following operations requiring radio altimeter are prohibited: • Instrument Landing System (ILS) Instrument Approach Procedures (IAP), SA CAT I, SA CAT II, CAT II, and CAT III • Automatic Landing operations • Manual Flight Control Guidance System operations to landing/head-up display (HUD) to touchdown operation • Use of Enhanced Flight Vision System (EFVS) to touchdown under 14 CFR 91.176(a). As of February 1, 2024, this airplane must not operate under 14 CFR part 121 in the contiguous U.S.	aeroplane according to the limitations outlined in Figure 4 of this AD. Figure 4 – AFM Revision for Non-Radio Altimeter Tolerant Aeroplanes, After 30 June 2023 Radio Altimeter Flight Restrictions Due to the presence of 5G C-Band wireless broadband interference, when operating in the contiguous U.S. airspace, the following operations requiring radio altimeter are prohibited: • Instrument Landing System (ILS) Instrument Approach Procedures (IAP) SA CAT I, SA CAT II, CAT II, and CAT III • Automatic Landing operations • Manual Flight Control Guidance System operations to landing/head-up display (HUD) to touchdown operation • Use of Enhanced Flight Vision System (EFVS) to touchdown under 14 CFR 91.176(a).	<table><tr><th>Aircraft Type</th><th>AFM publication</th><th>Applicable AFM/ TR revision (or later)</th><th>AFM/TR release date (or later)</th></tr><tr><td>Global Express</td><td>CSP 700-1</td><td>AFM Rev. 117</td><td>July 25, 2023</td></tr><tr><td>Global Express XRS</td><td>CSP 700-1A</td><td>AFM Rev. 117</td><td>July 25, 2023</td></tr><tr><td>Global 5000</td><td>CSP 700-5000-1</td><td>AFM Rev. 78</td><td>July 25, 2023</td></tr><tr><td>Global 5000 ft. GVFD</td><td>CSP 700-5000-1V</td><td>AFM Rev. 47</td><td>July 25, 2023</td></tr><tr><td>Global 5500</td><td>CSP 700-5500-1</td><td>AFM Rev. 19</td><td>July 25, 2023</td></tr><tr><td>Global 6000</td><td>CSP 700-1V</td><td>AFM Rev. 47</td><td>July 25, 2023</td></tr><tr><td>Global 6500</td><td>CSP 700-6500-1</td><td>AFM Rev. 19</td><td>July 25, 2023</td></tr><tr><td>Global 7500</td><td>CSP 700-7000-1</td><td>AFM Rev. 22</td><td>September 11, 2023</td></tr><tr><td>Challenger 300</td><td>CSP 100-1</td><td>TR Rev. 95-2</td><td>July 27, 2023</td></tr><tr><td>Challenger 350/3500</td><td>CH 350 AFM</td><td>TR Rev. 26-2</td><td>July 27, 2023</td></tr><tr><td rowspan="3">Challenger 600</td><td>PSP 600 (DOT)</td><td>TR Rev. 34-1</td><td>July 28, 2023</td></tr><tr><td>PSP 600 (US)</td><td>TR Rev. 33-1</td><td>July 28, 2023</td></tr><tr><td>PSP 600-1 (DOT)</td><td>TR Rev. 30-1</td><td>July 28, 2023</td></tr></table>	Aircraft Type	AFM publication	Applicable AFM/ TR revision (or later)	AFM/TR release date (or later)	Global Express	CSP 700-1	AFM Rev. 117	July 25, 2023	Global Express XRS	CSP 700-1A	AFM Rev. 117	July 25, 2023	Global 5000	CSP 700-5000-1	AFM Rev. 78	July 25, 2023	Global 5000 ft. GVFD	CSP 700-5000-1V	AFM Rev. 47	July 25, 2023	Global 5500	CSP 700-5500-1	AFM Rev. 19	July 25, 2023	Global 6000	CSP 700-1V	AFM Rev. 47	July 25, 2023	Global 6500	CSP 700-6500-1	AFM Rev. 19	July 25, 2023	Global 7500	CSP 700-7000-1	AFM Rev. 22	September 11, 2023	Challenger 300	CSP 100-1	TR Rev. 95-2	July 27, 2023	Challenger 350/3500	CH 350 AFM	TR Rev. 26-2	July 27, 2023	Challenger 600	PSP 600 (DOT)	TR Rev. 34-1	July 28, 2023	PSP 600 (US)	TR Rev. 33-1	July 28, 2023	PSP 600-1 (DOT)	TR Rev. 30-1	July 28, 2023
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Challenger 600	PSP 600 (DOT)	TR Rev. 34-1	July 28, 2023																																																					
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FAA AD 2023-10-02 (Ref. 1.1)	TCCA AD CF-2023-46 (Ref. 1.2)	Bombardier Guidance Regarding Compliance			
			PSP 600-1 (US)	TR Rev. 28-1	July 28, 2023
		Challenger 601	PSP 601-1A (DOT)	TR Rev. 41-1	July 28, 2023
			PSP 601-1A (US)	TR Rev. 39-1	July 28, 2023
			PSP 601-1A-1 (DOT)	TR Rev. 27-1	July 28, 2023
			PSP 601-1A-1 (US)	TR Rev. 27-1	July 28, 2023
			PSP 601A-1	TR Rev. 38-1	July 28, 2023
			PSP 601A-1-1	TR Rev. 40-1	July 28, 2023
			PSP 601-1B (DOT)	TR Rev. 33-1	July 28, 2023
			PSP 601-1B (US)	TR Rev. 31-1	July 28, 2023
			PSP 601-1B-1 (DOT)	TR Rev. 26-1	July 28, 2023
			PSP 601-1B-1 (US)	TR Rev. 26-1	July 28, 2023
		Challenger 604	PSP 604-1	TR Rev. 46-1	July 27, 2023
		Challenger 605	PSP 605-1	TR Rev. 30-1	July 27, 2023
		Challenger 650	PSP 650-1	TR Rev. 15-1	July 27, 2023
		Challenger 850	Note *	Note *	Note *
Table 2					
Note * For any information regarding Challenger 850 please refer to MHI RJ Flight Operation Note (FON) (Ref. 1.6)					

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FAA AD 2023-10-02 (Ref. 1.1)	TCCA AD CF-2023-46 (Ref. 1.2)	Bombardier Guidance Regarding Compliance
		Owner/operators are required to inform their flight crews where the copy is located and operate the airplanes according to the limitations specified after June 30th, 2023. Flight crews may also consult the FONs (Ref. 1.3) for more details about the potential adverse effects of radio altimeter interference.
“(j) Terminating Action for AFM Limitations (1) Modifying the airplane from a non-radio altimeter tolerant airplane to a radio altimeter tolerant airplane terminates the limitations in paragraph (i) of this AD for that airplane. (2) After modifying the airplane to a radio altimeter tolerant airplane, the limitations specified by paragraph (i) of this AD may be removed from the AFM.”	“Part IV – Terminating Action for AFM Limitations A. Modifying the aeroplane from a non-radio altimeter tolerant airplane to a radio altimeter tolerant airplane terminates the limitations in Part III of this AD for that aeroplane. B. After modifying the aeroplane to a radio altimeter tolerant airplane, the limitations specified by Part III of this AD may be removed from the AFM.”	All US and non-US registered aircraft can install radio altimeter tolerant equipment to remove the operating limitations and mitigate the safety risk from 5G C-Band Radio Altimeter interference. Please note that US registered aircraft operating under 14 CFR Part 121 are required to install radio altimeter tolerant equipment before February 1st, 2024, to continue operating under 14 CFR Part 121. For Challenger CL-600-1A11/ -2A12/ -2B16 (CH6XX Series) and BD-100-1A10 (CH3XX Series) and for Global BD-700-1A10 and BD-700-1A11 (Global Express, XRS, G5000, G6000, G5000 Vision, G6500, G5500), the Bombardier proposed solution is introducing an external bandpass filter between the receiver antenna and the Radio Altimeter unit via Bombardier Recommended Service Bulletin (SB) (Ref. Table 3).

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FAA AD 2023-10-02 (Ref. 1.1)	TCCA AD CF-2023-46 (Ref. 1.2)	Bombardier Guidance Regarding Compliance																				
		For Global BD-700-2A12 (G7500), the proposed solution is an upgraded Radio Altimeter (ALT-4000) unit with internal bandpass filter, also offered via recommended SB (Ref. Table 3). The bandpass filter will provide the additional signal rejection required to ensure that radio signals, such as those emitted by 5G mobile technology base stations and repeaters in US airspace, will not affect the performance of the Radio Altimeter Receiver. <table><tr><th>Aircraft Type</th><th>Service Bulletin</th></tr><tr><td>Global Express/ XRS</td><td>700-34-067</td></tr><tr><td>Global 5000</td><td>700-1A11-34-041</td></tr><tr><td>Global 5000 ft. GVFD</td><td>700-34-5037</td></tr><tr><td>Global 5500</td><td>700-34-5519</td></tr><tr><td>Global 6000</td><td>700-34-6037</td></tr><tr><td>Global 6500</td><td>700-34-6518</td></tr><tr><td>Global 7500</td><td>700-34-7526</td></tr><tr><td>Challenger 300</td><td>100-34-50</td></tr><tr><td>Challenger 350/3500</td><td>350-34-029</td></tr></table>	Aircraft Type	Service Bulletin	Global Express/ XRS	700-34-067	Global 5000	700-1A11-34-041	Global 5000 ft. GVFD	700-34-5037	Global 5500	700-34-5519	Global 6000	700-34-6037	Global 6500	700-34-6518	Global 7500	700-34-7526	Challenger 300	100-34-50	Challenger 350/3500	350-34-029
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FAA AD 2023-10-02 (Ref. 1.1)	TCCA AD CF-2023-46 (Ref. 1.2)	Bombardier Guidance Regarding Compliance							
		<table><tr><td>Challenger 604</td><td>604-34-071*</td></tr><tr><td>Challenger 605</td><td>605-34-039</td></tr><tr><td>Challenger 650</td><td>650-34-024</td></tr></table>	Challenger 604	604-34-071*	Challenger 605	605-34-039	Challenger 650	650-34-024	
Challenger 604	604-34-071*								
Challenger 605	605-34-039								
Challenger 650	650-34-024								

Table 3

Note * SB expected in Q2 2024

Airplanes incorporating this SB (Ref. Table 3) meet the 5G interference “**radio altimeter tolerant airplane**” definition specified in FAA AD 2023-10-02 (Ref. 1.1) and therefore the operational limitations introduced by this AD (Ref. 1.1) will no longer apply. Furthermore, the AFM Limitations introduced for Autopilot and Autothrottle operation in the presence of 5G C-Band interference will be lifted for radio altimeter tolerant airplanes.

Table 3

Note * SB expected in Q2 2024

Airplanes incorporating this SB (Ref. Table 3) meet the 5G interference “**radio altimeter tolerant airplane**” definition specified in FAA AD 2023-10-02 (Ref. 1.1) and therefore the operational limitations introduced by this AD (Ref. 1.1) will no longer apply. Furthermore, the AFM Limitations introduced for Autopilot and Autothrottle operation in the presence of 5G C-Band interference will be lifted for radio altimeter tolerant airplanes.

Advisory Wire

Separate Advisory Wires (Ref. 1.4 and 1.5) have been published to cover the product specific 5G C-Band interference ADs. Operators are reminded to comply with all AFM limitations applicable to 5G C-Band Radio altimeter interference, including the one related to Autopilot and Autothrottle limitations.

Operators experiencing RA anomalies in US airspace should notify air traffic control, as soon as practical. Post flight, pilots are encouraged to submit detailed reports of RA disruptions or interference events, as soon as practical, using the Radio Altimeter Anomaly Reporting Form available on the FAA website and Bombardier Field Service Representative (FSR) or the Customer Response Center (CRC).

FAA website: https://www.faa.gov/air_traffic/nas/RADALT_reports/

Should you have any query pertaining to this AW, please contact your FSR or the CRC.