

**Statement to accompany AD 2023-11-07**

The FAA has issued AD 2023-11-07, superseding AD 2021-23-13 which placed certain restrictions on non-radio altimeter tolerant aircraft performing operations requiring radar altimeters. AD 2021-12-13 required the owner/operator of helicopters with radar altimeters to revise the flight manual by adding a limitation page detailing flight restrictions due to potential interference from mobile telephone 5G C-Band wireless broadband transmissions. AD 2023-11-07 requires the replacement of the previously added limitation page with an updated limitation page, or addition if compliance with AD 2021-12-13 was not accomplished. A limitation page matching the size of Robinson flight manual pages is provided on the following page for convenience.

The actual restrictions involve:

1. Approach minimums requiring the use of radar altimeter. Because all Robinson helicopters are certificated for VFR-only flight, this restriction will not impact Robinson operations.
2. Autopilot hover modes requiring radar altimeter data. No factory-installed autopilot systems for Robinson helicopters require radar altimeter data in hover. Therefore, this restriction will not impact these helicopters. For aftermarket (STC) installations, check with STC holder.
3. Search and rescue autopilot modes requiring radar altimeter data. No factory-installed autopilot systems for Robinson helicopters require radar altimeter data for search and rescue modes. Therefore, this restriction will not impact these helicopters. For aftermarket (STC) installations, check with STC holder.
4. Takeoffs or landings for which Flight Manual or Operating Specification procedures require the use of radar altimeter data. There are no Flight Manual procedures for Robinson helicopters which require radar altimeter data. Robinson Helicopters are single-engine (no provision for engine-out takeoff continuation or go-around) and are certificated for VFR-only flight. Therefore, Operations Specification requirements for radar altimeter during takeoff and landing are unlikely. However, each operator should review their individual specifications and/or consult their FAA Principal Inspector.

**NOTE**

All of the above applicable only to US operations.

(This page to be printed and inserted into Pilot's Operating Handbook for all Robinson helicopters with radio (radar) altimeters.)

(Required by AD 2023-11-07)

**Radio Altimeter Flight Restrictions**

*To be inserted before the table of contents page of the Limitations Section for all Robinson helicopters with radio (radar) altimeters.*

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:

- Performing approaches that require radio altimeter minimums for rotorcraft offshore operations. Barometric minimums must be used for these operations instead.
- Engaging hover autopilot modes that require radio altimeter data.
- Engaging Search and Rescue (SAR) autopilot modes that require radio altimeter data.
- Performing takeoffs and landings in accordance with any procedure (Category A, Category B, or by Performance Class in the Rotorcraft Flight Manual or Operations Specification) that requires the use of radio altimeter data.

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