



FIND THE **FUTURE**

HSAC 5G C-Band

John Shea

Presentation Date 1/20/22

AD – 2021 – 23 – 13

(Required by AD 2021-23-13)

Radio Altimeter Flight Restrictions

When operating in U.S. airspace, the following operations requiring radio altimeter are prohibited in the presence of 5G C-Band wireless broadband interference as identified by NOTAM (NOTAMs will be issued to state the specific areas where the radio altimeter is unreliable due to the presence of 5G C-Band wireless broadband interference):

- 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.

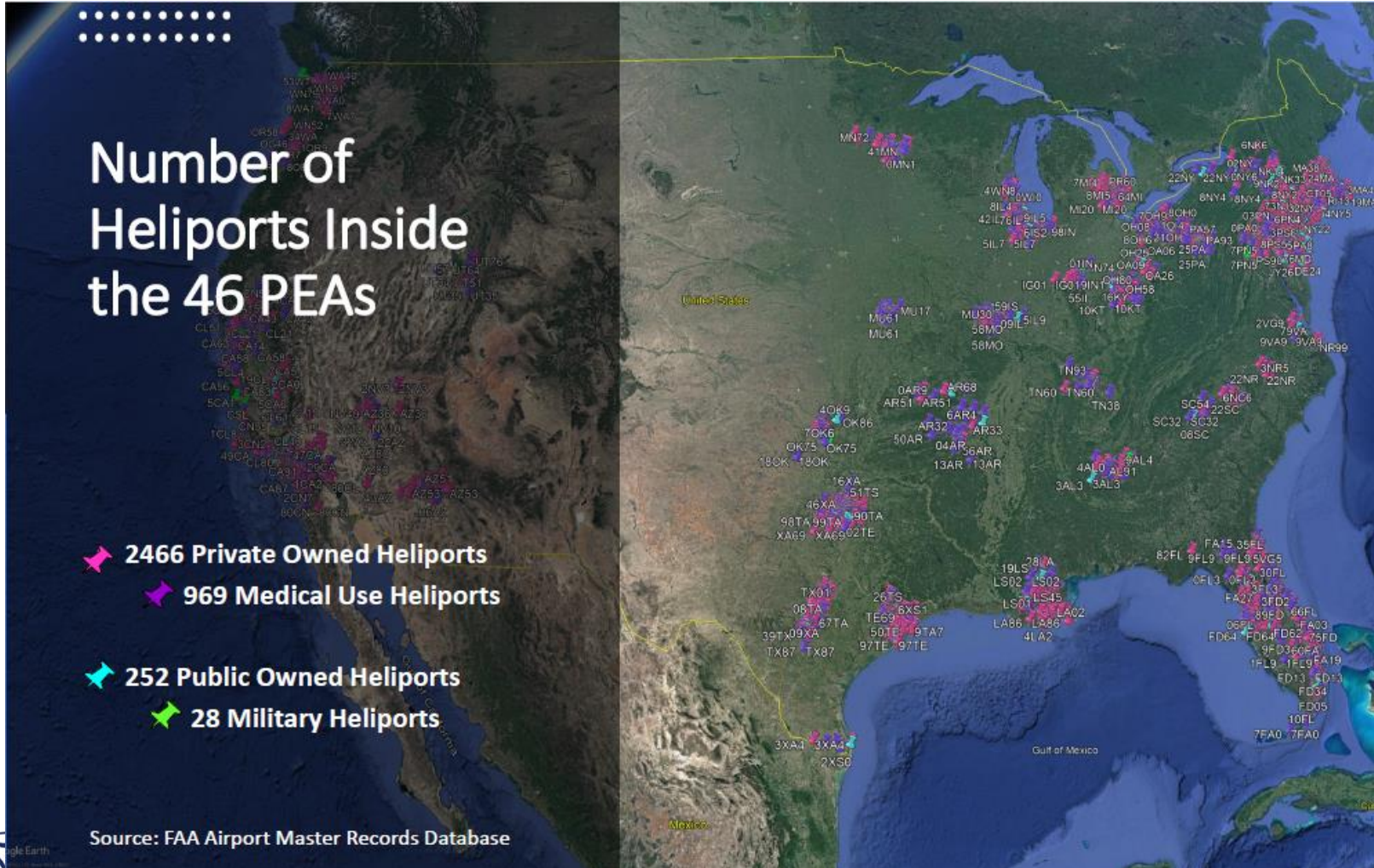
5G NOTAMS (as of 1/19/21)

From the count this morning:

- 1325 Aerodrome NOTAMs
- 403 IAP NOTAMs
- 53 Airspace NOTAMs

We also noticed that about 124 NOTAMs were (re)issued overnight, BUT 164 were canceled, for a net loss of 40 between about 515pm ET yesterday and 801ET today...

Heliports in 46 PEA's



AMOCs

What is an Alternative Method of Compliance (AMOC) for an Airworthiness Directive (AD)?

An AD contains the required method for resolving an unsafe condition in an aircraft, aircraft engine, propeller, or appliance. An AMOC provides an acceptable level of safety for a different way, other than the one specified in the AD, to address the unsafe condition. A compliance time that differs from the requirements of the AD can also be approved if the revised time period provides an acceptable level of safety.

HAI 5G AMOC Portal

Rotor.org/5G-AMOC/

[Form fields]

Operator	Email
Rotorcraft Make(s)/Model	Applicable NOTAM(s)
Briefly Describe RFM or <u>OpSpec</u> Procedure for Your Helicopter that Requires the Radio Altimeter for Takeoff or Landing	
Operation Type	# of Operations Affected (Daily/Weekly)
Location/Facility Prohibited	List Alternative Location(s)/Facility(<u>ies</u>), if any

HAI Exemption

In the matter of the petition of

HELICOPTER ASSOCIATION
INTERNATIONAL

For an exemption from §§ 91.9(a),
91.205(h)(7), 135.160, and
135.179(a) of Title 14, Code of
Federal Regulations

Exemption No. 18973
Regulatory Docket No. FAA-2021-1028

PARTIAL GRANT OF EXEMPTION

By letter dated October 29, 2021, James Viola, President and Chief Executive Officer of Helicopter Association International (HAI) petitioned the Federal Aviation Administration (FAA) on behalf of HAI and its members and other part 135 helicopter operators for an exemption from §§ 91.9(a), 91.205(h)(7), 135.160, and 135.179(a) of Title 14, Code of Federal Regulations (14 CFR). If granted, the proposed exemption would allow part 119 certificate holders conducting part 135 helicopter operations to operate with inoperative radar (radio) altimeters. The relief would also allow the use of night vision goggles (NVGs) in helicopters “without a normally functioning radar altimeter in accordance with § 91.205(h)(7) and/or rotorcraft flight supplement limitations (§ 91.9(a)) including landings at off-airport or unimproved landing areas.”



ROTOR Daily HAI at Work

HAI@Work webinar, TODAY: Update, Part 2: How 5G Could Affect Your Operations

What you need to know about 5G NOTAMs and navigating exceptions around 5G impacts.

Jen Boyer
January 20, 2022