

SNFO

Safety Notice for Operators

 SOUTH AFRICAN



RSA Safety Notice No: 2022-001

Issue Date: 03 February 2022

The South African Civil Aviation Authority (SACAA) has become aware of a potential unsafe condition requiring immediate action with regards to the adoption of several safety enhancement materials issued by other National Aviation Authorities and Type Certificate Holders. This notice relates to a Risk of Potential Adverse Effects on Radio Altimeters installed in various aircraft.

The Director of Civil Aviation (DCA) found that a good cause exists for the issuance of this Safety Notice:

Effective Date: Immediate Effect

Part 11.01.3 Rules, orders, directives, notices

- (1) The Director may make rules, orders, directives or **notices** regarding any matter which the Director may consider necessary or expedient to prescribe in order that the objects of the Act and the Regulations may be achieved.
- (2) The Director shall publish rules, orders, directives or notices referred to in sub-regulation (1) for public information.
- (3) The Director may issue airworthiness directives provided this is issued in accordance with the provisions of Part 21.

Design Approval Holder Name:

Various

Foreign AD/NOTICES:

1. FAA 2021-23-12
2. FAA 2021-23-13.
3. DGAC SAFETY INFO
LEAFLET N° 2021/01

Superseded: None

Type/Model Designation (s):

All aircraft , equipped with a radio altimeter.

ATA 23 COMMUNICATIONS

Manufacturer (s):

Various


Applicability:

Risk of Potential Adverse Effects on Radio Altimeters

Reason / Unsafe Condition:

The Federal Aviation Administration (FAA) adopted new ADs (AD 2021-23-12 and AD 2021-23-13) for all transport and commuter category airplanes, and all helicopters, equipped with a radio altimeter. The radio altimeter is an important aircraft instrument, and its intended function is to provide direct height-above-terrain / water information to a variety of aircraft systems.

These ADs were prompted by a determination that radio altimeters cannot be relied upon to perform their intended function if they experience interference. There is data that seems to suggest that the use of 5G in an aeroplane may interfere with radio frequency.

Required Interim Action (s) and Compliance Time (s):	<p>The actions required by this notice are interim and the Director may take further actions in the future; hence compliance is required, as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Owner / Operators, where appropriate, should use the Safety Management Systems (SMS) tools to assess the risk to each type of radio altimeter configuration and how it impacts typical flight operations. (2) Owner / Operators should ensure their pilots are aware of the potential degradation of the radio altimeter capabilities and any means to compensate for in-flight radio altimeter anomalies. They need to consider both erroneous altimeter readings and loss of altimeter function. (3) Owner / Operators should ensure that their pilots are aware of the potential degradation of the capabilities of safety systems and other equipment, dependent upon radio altimeters, and any means to compensate for resulting anomalies. Consider both the loss of function of the safety systems and other dependent systems and the manner in which they may malfunction. (4) Owner / Operators should consider the potential loss of pilot trust in the aircraft safety systems. Therefore there might be a need to assess existing procedures and develop new crew procedures as necessary. (5) Owner / Operators and pilots, who experience radio altimeter anomalies, should notify the South African Civil Aviation Authority and Air Traffic Controllers as soon as practical. Reports should include as much detail as possible and include information to describe radio altimeter anomalies as well as the manufacturer type and model of altimeter installed. (6) South African issued Foreign Operator's Approval Holder and pilots should review the aircraft systems that integrate the radio altimeter. They should be aware of the potential degradation of the radio altimeter capabilities, the potential degradation to the capabilities of safety systems and other equipment, dependent upon radio altimeter data, and any means to compensate for in-flight radio altimeter anomalies for their specific aircraft. 												
SACAA Notification Template	<p>Enquiries, reporting for more information regarding this notice should be referred to the Aviation Safety Operations Division (ASO), Consistency and Standardisation Department (CSD), SACAA at contact details:</p> <p>Mr Thabang Phahlane, Email: sdr@caa.co.za</p> <table border="1" data-bbox="416 1205 1442 1653"> <tr> <td>Aircraft Details</td> <td>Model and Type</td> </tr> <tr> <td>Operator/Owner</td> <td></td> </tr> <tr> <td>Event Name</td> <td></td> </tr> <tr> <td>Event Location:</td> <td></td> </tr> <tr> <td>Date and time:</td> <td></td> </tr> <tr> <td>Event number:</td> <td></td> </tr> </table>	Aircraft Details	Model and Type	Operator/Owner		Event Name		Event Location:		Date and time:		Event number:	
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Attachments:	<ol style="list-style-type: none"> 1. Special Airworthiness Information Bulletin (SAIB) AIR-21-18 2. Safety Alert For Operators (SAFO) 21007 Date: 12/23/21 3. Federal Aviation Administration Airworthiness Directives: 2021-23-12 & 2021-23-13. 4. DGAC Safety Info Leaflet N° 2021/01 												
<p>03/02/2022</p> <p>_____</p> <p>Date</p>	<div style="text-align: center;">  Electronically transmitted </div> <p>_____</p> <p>Signature: Director of Civil Aviation</p>												

