

**FAA APPROVED  
R66 PILOT'S OPERATING HANDBOOK**

**CANADIAN SUPPLEMENT**

This supplement must be included in the FAA-approved Robinson R66 Pilot's Operating Handbook for Canadian-registered aircraft.

The information contained herein supplements or supersedes the basic manual only in those areas listed in this supplement. For limitations, procedures, and performance information not contained in this supplement, consult the basic R66 Pilot's Operating Handbook.

This supplement is approved by the United States Federal Aviation Administration on behalf of Transport Canada.

**LOG OF REVISIONS**

<b>REV NO</b>	<b>FAA APPROVAL</b>	<b>SUMMARY DESCRIPTION</b>
IR	Joseph Hashemi 21 Apr 2016	Initial release.
1	Joseph Hashemi 23 Mar 2017	Added pop-out floats supplement.
2	Hien Tong 27 Nov 2018	Added cargo hook supplement.
3		Added Section 4 for cold weather operation.
	<b>LAN-GLENN V TO</b>	Digitally signed by LAN-GLENN V TO Date: 2026.05.07 12:38:31 -07'00' <b>07-May-26</b>
	FTE, AIR-713, for Manager, Flight Test & Human Factors Branch, AIR-710 Federal Aviation Administration	Date

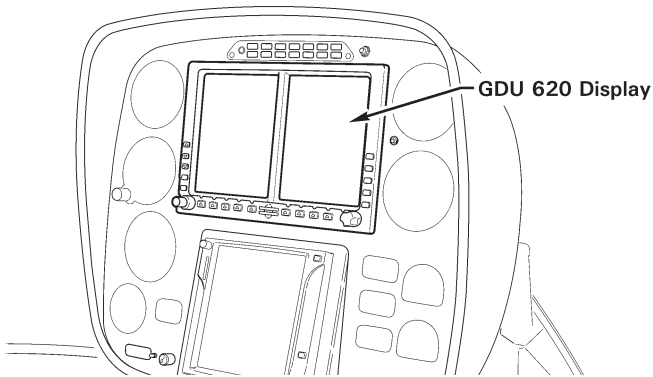
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## **SECTION 2: LIMITATIONS**

### **FLIGHT AND MANEUVER LIMITATIONS**

For instrument panels with a GDU620 electronic flight display (see Figure), a P/N D327-1 light filter must be installed on the display during operations at night.



### **COLD WEATHER LIMITATIONS**

The Garmin GMC605H has demonstrated operation in temperatures colder than  $-20^{\circ}\text{C}$  (cockpit temperature) for only 30 minutes. For continued operations for more than 30 minutes in temperatures colder than  $-20^{\circ}\text{C}$ , use cabin heater to warm cockpit.

Cabin heater must be operative when OAT is below  $-20^{\circ}\text{C}$  with Garmin GFC 600H installed.

## **SECTION 4: NORMAL PROCEDURES**

### **COLD WEATHER OPERATION**

For outside air temperatures below  $-15^{\circ}\text{C}$ : Prior to take-off run helicopter at 100%  $\text{N}_2$ , flat pitch (collective full down) with cabin heat ON for approximately 5 minutes to allow avionics equipment to warm. Verify avionics that run a built-in test on startup have successfully completed the test.

**SECTION 9: SUPPLEMENTS (cont'd)**

**POP-OUT FLOATS SUPPLEMENT**

**SECTION 1: GENERAL**

**INTRODUCTION**

The pop-out floats are not approved for amphibious operation in Canada. Water landings should only be conducted in the event of an actual emergency over water.

Information in the Pop-Out Float Supplement which begins on page 9-3.1 applies except as indicated below.

**SECTION 2: LIMITATIONS**

**WEIGHT LIMITS**

Disregard weight limit for intentional water operations. Floats are only approved for emergency operations in Canada.

**FLIGHT AND MANEUVER LIMITATIONS**

Disregard references to intentional water operations and water takeoffs. Floats are only approved for emergency operations in Canada.

Following an emergency water landing, visual inspection of tail rotor to verify no water damage has occurred is required prior to further flight.

**SECTION 9: SUPPLEMENTS (cont'd)**

**POP-OUT FLOATS SUPPLEMENT (cont'd)**

**SECTION 4: NORMAL PROCEDURES**

**OPERATIONS ON WATER**

Floats are only approved for emergency operations in Canada.

Disregard references to operation on water except:

Maximum recommended water taxi speed is 5 knots. Some application of collective is required.

There may be limited tail rotor clearance to water, particularly at aft CG. Also, even small waves may cause enough rocking to dip the tail rotor in the water.

***CAUTION***

Engine thrust will cause helicopter to drift forward. Some application of collective with aft cyclic input is required to stop drift.

***CAUTION***

If starting or stopping rotor on water, ensure area is clear as helicopter can rotate one or more complete turns while tail rotor RPM is low.

**PRACTICE AUTOROTATION TO WATER**

Disregard this section. Practice autorotations to water are prohibited.

**SECTION 9: SUPPLEMENTS (cont'd)**

**CARGO HOOK SUPPLEMENT**

**SECTION 2: LIMITATIONS**

If Stability Augmentation System (SAS)/Autopilot is installed, engaging system in any mode while load is attached to hook is prohibited.