

OAS TECH BULLETIN

No. OAS TB 15-01

October 1, 2014

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SUBJECT: Special Emphasis Item (SEI) — Aircraft Weight and Balance
DISTRIBUTION: Fleet Pilots and Pilot Inspectors

BACKGROUND:

During recent spot inspections, it has come to light that pilots have become complacent when it comes to calculating center of gravity. We have found that some companies were not calculating lateral CG during the weighing process. During most helicopter operations, much emphasis has been placed on performance load calculations. However, these performance calculations do not insure the aircraft is within the allowable weight and balance limitations. Many times, in both fixed and rotary wing aircraft, we have found that new equipment had been installed on the aircraft which the pilot failed to take into consideration and the pilot merely assumed the aircraft was still within limits. In those and other similar cases, the aircraft had been operated outside the established limitations.

Don't assume! Be a professional, calculate the CG, and operate within the limits. Consequences for operating outside of the limitations can be instantly catastrophic or may have cumulative effects by imposing aerodynamic loads beyond design limitations, thus creating potential for structural failure. It is imperative that we adhere to the established limitations.

Effective Date of Implementation: October 1, 2014

Pilot Responsibilities:

- Know the weight and CG limits for your aircraft. By regulation, you are required to have that data in the aircraft.
- Have a complete understanding of the effects of supplemental equipment installed on the aircraft such as cargo baskets, hoists, fuel tanks, etc. and loading limitations of all auxiliary equipment.
- Ensure your aircraft has a current weight and balance for each configuration utilized.
- Calculate your weight and balance for each flight; for both take-off and landing; for interim flight conditions to account for fuel consumption; for external load configurations; during rappel, cargo letdown, RADS, and/or STEP operations to assure the aircraft remains within CG limitations through all phases of flight.

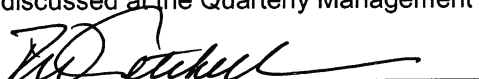
Pilot Inspector Responsibilities:

- Confirm that the most recent weight and balance data is available to the pilot. Confirm that the weighing data (both longitudinal and lateral, if applicable) appears to be correct. (We have found large CG calculation errors at the time of last weighing or when superseded by calculation.)
- Evaluate pilot knowledge and skill regarding aircraft weight and balance including all installed auxiliary equipment.

Application: OAS Pilot Inspectors must apply this SEI to any fleet or contractor pilot evaluation.

Documentation: The OAS-69 series forms will be used to document compliance with this SEI. In the remarks block, make a note that TB 15-01 has been evaluated.

Reporting: OAS Technical Services Division is responsible for tracking application of this SEI during annual fleet flight Evaluations. OAS Technical Services will spot check OAS-69 forms on contractor helicopter pilots. This data will be discussed at the Quarterly Management Review/EBC review meetings.


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