

<b>Safety Recommendation Number:</b>	IRLD2022005
<b>AAIU Event Reference:</b>	IRL00919027
<b>AAIU Report Number:</b>	2022-006
<b>Date of Publication of Safety Recommendation:</b>	27 May 2022
<b>Safety Recommendation Status:</b>	Not accepted, closed

**Safety Recommendation:**

BRM Aero should issue an amendment for the Weight and Balance section of the POH/AOI for all NG5 variants, using accurate moment arm values, showing the maximum pilot and passenger weights allowed, with respect to differing fuel and baggage loads. The table should include the amount of fuel that can be used before the aircraft CG moves outside the aft limit.

**Response:**

The Aircraft Manufacturer provided the following response on 30 November 2022:

‘BRM already provides a table in the flight manuals showing the maximum crew weight allowed for a given amount of fuel and baggage, taking into account centering limits. There is also a warning that fuel consumed during the flight will shift the centre of gravity backwards and therefore it is necessary to increase the amount of fuel or reduce the amount of baggage to shift the centre of gravity forward. Also, that exceeding the rear centering limit may adversely affect the flight characteristics of the aeroplane.’

**AAIU Reply:**

On 23 January 2023, the AAIU responded to the Aircraft Manufacturer as follows:

‘The AAIU’s Final Report notes in Section 2.5.4, that previous versions of the POH/AOI contained a chart showing maximum combined pilot and passenger weights for various fuel and baggage configurations, but that the revised Section 6 (Weight and Balance) of the Aircraft Operating Instructions issued by BRM does not appear to contain such a chart. The AAIU considers that BRM’s response does not accurately reflect the content of Safety Recommendation IRLD2022005, which recommends an amendment to the Weight and Balance section of the POH/AOI be issued, and suggests that BRM reconsider the recommendation.’

**Response:**

The Aircraft Manufacturer provided the following response on 16 March 2023:

‘SR Partially Accepted. Reason: Section 6 of the Aircraft Operating Instructions (Flight Manual) contains all necessary information for the pilot to check centre of gravity position. It provides table Permitted payload range showing crew weight for given fuel and baggage, with respect to the CG. Crew arm as established.

**AAIU Comment:**

The AAIU does not consider this to be 'Partially Accepted' as per the Aircraft Manufacturer's response of 16 March 2023, the AAIU considers the status of this Safety Recommendation as 'Not Accepted, Closed'.