


ISSUE & DISCUSSION: The purpose of this Stands Gram is to provide guidance to 110th Aviation Brigade pilots until such time that policies are amended and/or the appropriate Standardized Operational Procedures (SOPs) and/or Rotorcraft Flight Manual (RFM) used by 110th Aviation Brigade are updated.

This policy supersedes previous operational guidance regarding this issue. The following operational constraints and procedural changes are being implemented to reduce risk and establish consistent guidance for 110th Aviation Brigade pilots.

POLICY & PROCEDURES: Effective immediately:

- The following guidelines are to be followed in the event USAACE aircrews exceed a Mast Moment limitation.
- **All** Mast Moment excursions above 64% will be written up in the Logbook as follows: **FLT # Mast Moment LIMIT illuminated during flight**. You **do not** have to include the number values listed on the VEMD provided you did not exceed 90%. Maintenance personnel will obtain the information from the maintenance pages.
- Aircrews will use the following guidelines for training and reporting all Mast Moment excursions above 64%.
 - If you exceed 64% Mast Moment, receive an aural tone and red LIMIT but it goes away when normal parameters are met, 77% was not exceeded. In this case you may continue training and return back to your basefield when training is complete. When completing the logbook ensure you include **Mast Moment LIMIT illuminated during flight**. No harm, no foul.
 - If the aircrew receives an aural tone, red boxed LIMIT and the **MM EXCEED caution** remains on the CAD, 77% was exceeded. Remain in place, unless in-flight, current location is unsafe, and/or aircrew is confident they did not exceed 90%, then reposition the aircraft to level ground or parking. Once safely on the ground, declare a precautionary landing.
 - On shutdown, if the Mast Moment exceeded 90%, note the value and time above 90% and forward the information to the appropriate ATC facility and Unit Safety Officer. Once information has been forwarded, take further instruction from the Chain of Command and/or Safety.
- In the past, pilots who exceeded 64% but not 77%, failed to inform maintenance of the event. This causes erroneous tracking of Mast Moment numbers. Excursions cause a number of components to be inspected depending on the limit exceeded. By adding the write-up to your logbook entry, you alert maintenance personnel to check the totals and anticipate any impending inspections.
- Contractor, Battalion and Brigade safety officers will be familiar with these requirements and instruct aircrews accordingly for follow-on requirements or restrictions.

Notes: A copy of this STANDS GRAM will be included in the reading file and remains in effect until rescinded. The Point of Contact for this memorandum is the 110th Aviation Brigade Standardization office at 334-255-3259.


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