

# N317DE

## 2001 Cirrus SR22

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# Weight & Balance



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WORLDWIDE  
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**MSN: 0057**

*Prepared by the worldwide aviation specialists at RidgeAir, Inc.*

# Section 6

## Weight and Balance

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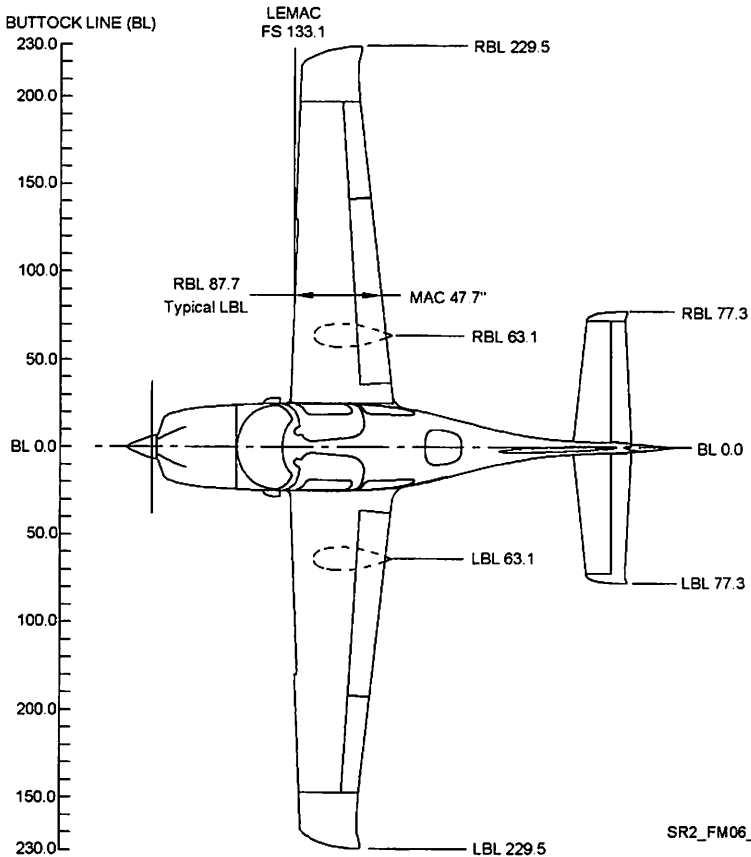
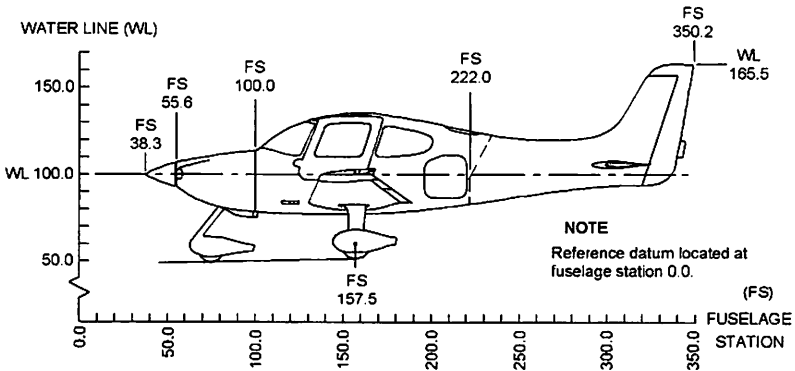


## Introduction

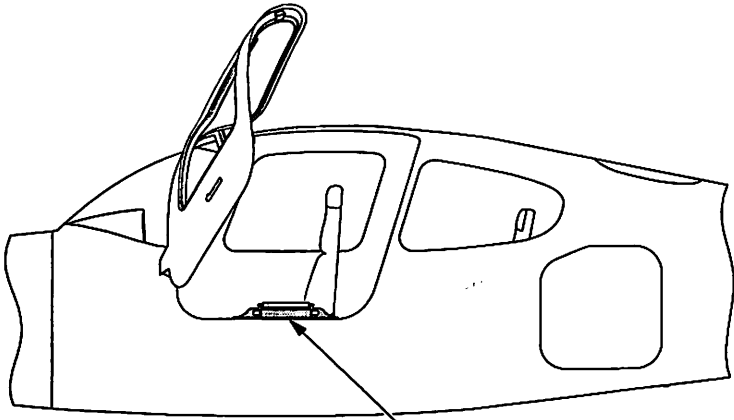
This section describes the procedure for establishing the basic empty weight and moment of the airplane. Sample forms are provided for reference. Procedures for calculating the weight and moment for various operations are also provided. A comprehensive list of all equipment available for this airplane is included at the back of this section.

It should be noted that specific information regarding the weight, arm, moment, and installed equipment for this airplane as delivered from the factory can only be found in the plastic envelope carried in the back of this handbook.

It is the responsibility of the pilot to ensure that the airplane is loaded properly.

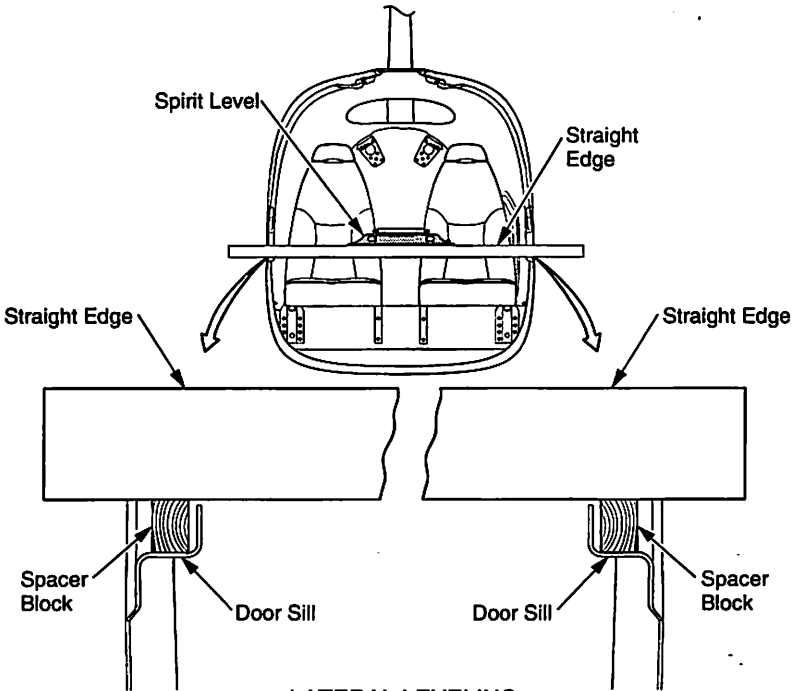


**Figure 6-1**  
**Airplane Dimensional Data**



Spirit Level

LONGITUDINAL LEVELING



Spirit Level

Straight  
Edge

Straight Edge

Straight Edge

Spacer  
Block

Door Sill

Door Sill

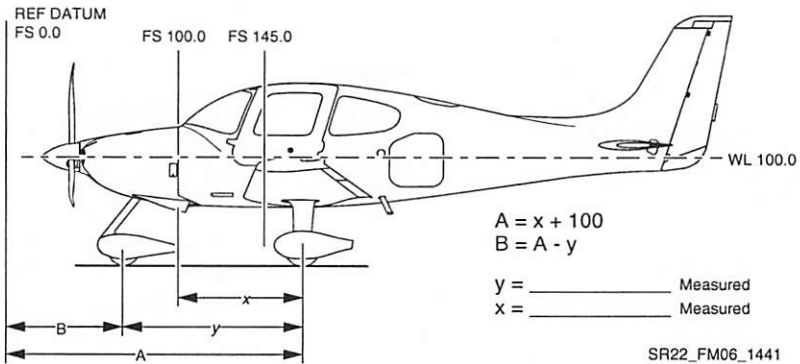
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LATERAL LEVELING

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Figure 6-2  
Airplane Leveling

# Airplane Weighing Form



Weighing Point	Scale Reading	- Tare	= Net Weight	X Arm	= Moment
L Main				A=	
R Main				A=	
Nose				B=	
<b>Total</b> As Weighed				CG=	
<b>CG = Total Moment ÷ Total Weight</b>					
<i>Space below provided for additions or subtractions to as weighed condition</i>					
<b>Empty Weight</b>				CG=	
<b>Engine Oil (if oil drained)</b> <i>15 lb at FS 78.4, moment = 1176</i>					
Unusable Fuel _____			18.0	154.9	2788
<b>Basic Empty Weight</b>				CG=	

**Figure 6-3**  
**Airplane Weighing Form**

## Airplane Weighing Procedures

A basic empty weight and center of gravity were established for this airplane when the airplane was weighed just prior to initial delivery. However, major modifications, loss of records, addition or relocation of equipment, accomplishment of service bulletins, and weight gain over time may require re-weighing to keep the basic empty weight and center of gravity current. The frequency of weighing is determined by the operator. All changes to the basic empty weight and center of gravity are the responsibility of the operator. *Refer to Section 8 for specific servicing procedures.*

### 1. Preparation:

- a. Inflate tires to recommended operating pressures.
- b. Service brake reservoir.
- c. Drain fuel system.
- d. Service engine oil.
- e. Move crew seats to the most forward position.
- f. Raise flaps to the fully retracted position.
- g. Place all control surfaces in neutral position.
- h. Verify equipment installation and location by comparison to equipment list.

### 2. Leveling (Figure 6-2):

- a. Level longitudinally with a spirit level placed on the pilot door sill and laterally with of a spirit level placed across the door sills. Alternately, level airplane by sighting the forward and aft tool holes along waterline 95.9.
- b. Place scales under each wheel (minimum scale capacity, 500 pounds nose, 1000 pounds each main).
- c. Deflate the nose tire and/or shim underneath scales as required to properly center the bubble in the level.

### 3. Weighing (Figure 6-3):

- a. With the airplane level, doors closed, and brakes released, record the weight shown on each scale. Deduct the tare, if any, from each reading.

4. Measuring (Figure 6-3):

- a. Obtain measurement 'x' by measuring horizontally along the airplane center line (BL 0) from a line stretched between the main wheel centers to a plumb bob dropped from the forward side of the firewall (FS 100). Add 100 to this measurement to obtain left and right weighing point arm (dimension 'A'). Typically, dimension 'A' will be in the neighborhood of 157.5.
- b. Obtain measurement 'y' by measuring horizontally and parallel to the airplane centerline (BL 0), from center of nosewheel axle, left side, to a plumb bob dropped from the line stretched between the main wheel centers. Repeat on right side and average the measurements. Subtract this measurement from dimension 'A' to obtain the nosewheel weighing point arm (dimension 'B').

5. Determine and record the moment for each of the main and nose gear weighing points using the following formula:

$$\text{Moment} = \text{Net Weight} \times \text{Arm}$$

6. Calculate and record the as-weighed weight and moment by totaling the appropriate columns.
7. Determine and record the as-weighed C.G. in inches aft of datum using the following formula:

$$\text{C.G.} = \frac{\text{Total Moment}}{\text{Total Weight}}$$

8. Add or subtract any items not included in the as-weighed condition to determine the empty condition. Application of the above C.G. formula will determine the C.G for this condition.
9. Add the correction for engine oil (15 lb at FS 78.4), if the airplane was weighed with oil drained. Add the correction for unusable fuel (18.0 lb at FS 154.9) to determine the Basic Empty Weight and Moment. Calculate and record the Basic Empty Weight C.G. by applying the above C.G. formula.
10. Record the new weight and C.G. values on the Weight and Balance Record (Figure 6-4).

The above procedure determines the airplane Basic Empty Weight, moment, and center of gravity in inches aft of datum. C.G. can also be expressed in terms of its location as a percentage of the airplane Mean Aerodynamic Cord (MAC) using the following formula:

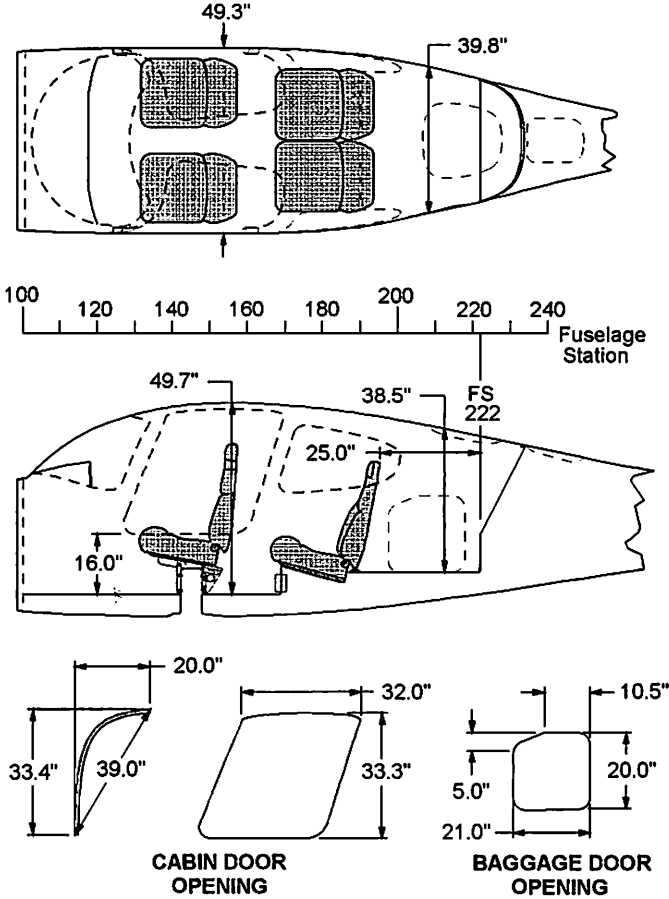
$$C.G. \% MAC = 100 \times (C.G. \text{ Inches} - LEMAC) / MAC$$

Where:

$$LEMAC = 133.1$$

$$MAC = 47.7$$





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Location	Length	Width	Height	Volume
Cabin	122"	49.3"	49.7	137 cu ft
Baggage Compartment	36"	39.8"	38.5"	32 cu ft

**Figure 6-5**  
**Airplane Interior Dimensions**

## Loading Instructions

It is the responsibility of the pilot to ensure that the airplane is properly loaded and operated within the prescribed weight and center of gravity limits. The following information enables the pilot to calculate the total weight and moment for the loading. The calculated moment is then compared to the Moment Limits chart or table (Figure 6-9) for a determination of proper loading.

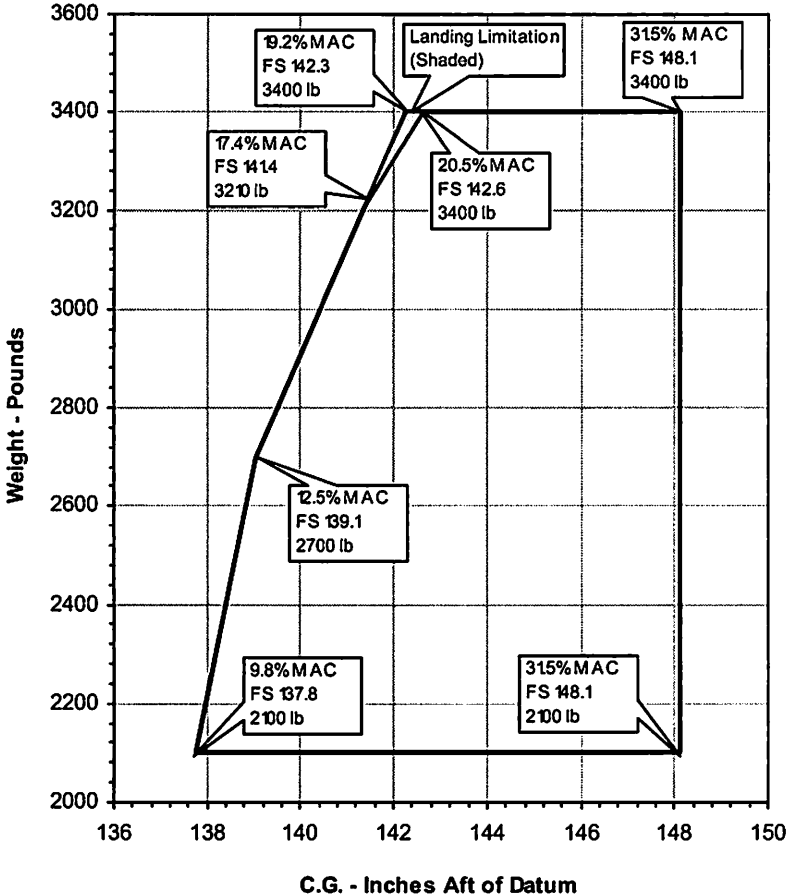
Airplane loading determinations are calculated using the Weight & Balance Loading Form (Figure 6-7), the Loading Data chart and table (Figure 6-8), and the Moment Limits chart and table (Figure 6-9).

1. **Basic Empty Weight** – Enter the current Basic Empty Weight and Moment from the Weight & Balance Record (Figure 6-4).
2. **Front Seat Occupants** – Enter the total weight and moment/1000 for the front seat occupants from the Loading Data (Figure 6-8).
3. **Rear Seat Occupants** – Enter the total weight and moment/1000 for the rear seat occupants from the Loading Data (Figure 6-8).
4. **Baggage** – Enter weight and moment for the baggage from the Loading Data (Figure 6-8).
  - If desired, subtotal the weights and moment/1000 from steps 1 through 4. This is the *Zero Fuel Condition*. It includes all useful load items excluding fuel.
5. **Fuel Loading** – Enter the weight and moment of usable fuel loaded on the airplane from the Loading Data (Figure 6-8).
  - Subtotal the weight and moment/1000. This is the *Ramp Condition* or the weight and moment of the aircraft before taxi.
6. **Fuel for start, taxi, and runup** – This value is pre-entered on the form. Normally, fuel used for start, taxi, and runup is approximately 9 pounds at an average moment/1000 of 1.394.
7. **Takeoff Condition** – Subtract the weight and moment/1000 for step 8 (start, taxi, and runup) from the Ramp Condition values (step 7) to determine the Takeoff Condition weight and moment/1000.
  - The total weight at takeoff must not exceed the maximum weight limit of 3400 pounds.

- The total moment/1000 must not be above the maximum or below the minimum moment/1000 for the *Takeoff Condition Weight* as determined from the Moment Limits chart or table (Figure 6-9).

## Center of Gravity Limits

The charts below depict the airplane center-of-gravity envelope in terms of inches aft of the reference datum and as a percentage of the Mean Aerodynamic Cord (MAC). The relationship between the two is detailed in the weighing instructions.



**FORWARD LIMIT** - The forward limit is FS 137.8 (9.8% MAC) at 2100 lb, with straight line taper to FS 139.1 (12.5% MAC) at 2700 lb, to FS 142.3 (19.2% MAC) at 3400 lb.  
**AFT LIMIT** - The aft limit is FS 148.1 (31.5% MAC) at all weights from 2100 lb to 3400 lb.  
**LANDING LIMITATION** - The Landing Limitation is FS 141.4 (17.4% MAC) at 3210 lb, to FS 142.3 (19.2% MAC) at 3400 lb, to FS 142.6 (20.5% MAC) at 3400 lb, to FS 141.4 (17.4% MAC) at 3210 lb. **CAUTION:** Before landing, verify aircraft Center of Gravity does not fall in the Landing Limitation Zone. Allow flight time for fuel burn so the landing C.G. falls outside of this zone.

**Figure 6-6**  
**Center of Gravity Limits**

# Weight & Balance Loading Form

Serial Num: \_\_\_\_\_ Date: \_\_\_\_\_

Reg. Num: \_\_\_\_\_ Initials: \_\_\_\_\_

Item	Description	Weight LB	Moment/ 1000
1.	<b>Basic Empty Weight</b> <i>Includes unusable fuel &amp; full oil</i>		
2.	Front Seat Occupants <i>Pilot &amp; Passenger (total)</i>		
3.	Rear Seat Occupants		
4.	Baggage Area <i>130 lb maximum</i>		
5.	<b>Zero Fuel Condition Weight</b> <i>Sub total item 1 thru 4</i>		
6.	Fuel Loading <i>81 Gallon @ 6.0 lb/gal. Maximum</i>		
7.	<b>Ramp Condition Weight</b> <i>Sub total item 5 and 6</i>		
8.	Fuel for start, taxi, and runup <i>Normally 9 lb at average moment of 1394.</i>	-	-
9.	<b>Takeoff Condition Weight</b> <i>Subtract item 8 from item 7</i>		

• Note •

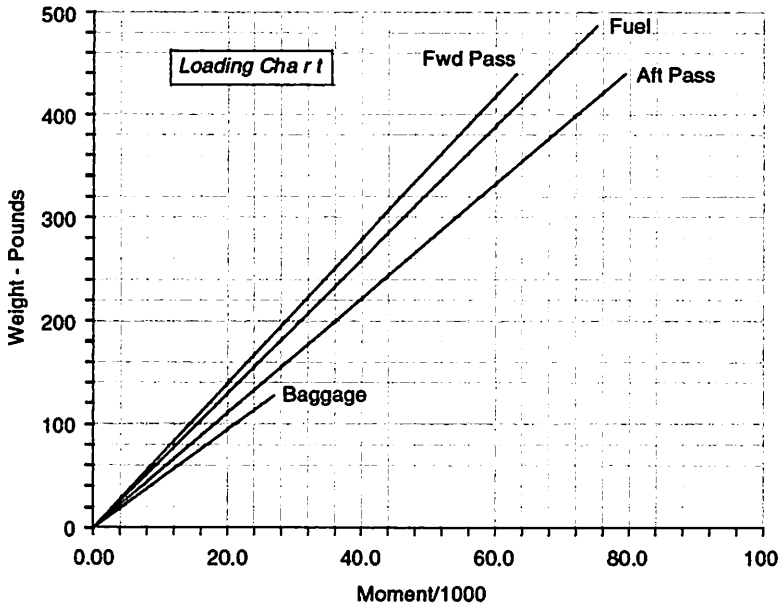
The Takeoff Condition Weight must not exceed 3400 lb.

The Takeoff Condition Moment must be within the Minimum Moment to Maximum Moment range at the Takeoff Condition Weight. (Refer to Figure 6-9, Moment Limits).

**Figure 6-7**  
**Weight and Balance Loading Form**

# Loading Data

Use the following chart or table to determine the moment/1000 for fuel and payload items to complete the Loading Form (Figure 6-7).



Weight LB	Fwd Pass FS 143.5	Aft Pass FS 180.0	Baggage FS 208.0	Fuel FS 154.9	Weight LB	Fwd Pass FS 143.5	Aft Pass FS 180.0	Fuel FS 154.9
20	2.87	3.60	4.16	3.10	260	37.31	46.80	40.27
40	5.74	7.20	8.32	6.20	280	40.18	50.40	43.37
60	8.61	10.80	12.48	9.29	300	43.05	54.00	46.47
80	11.48	14.40	16.64	12.39	320	45.92	57.60	49.57
100	14.35	18.00	20.80	15.49	340	48.79	61.20	52.67
120	17.22	21.60	24.96	18.59	360	51.66	64.80	55.76
140	20.09	25.20	(27.04)*	21.69	380	54.53	68.40	58.86
160	22.96	28.80		24.78	400	57.40	72.00	61.96
180	25.83	32.40		27.88	420	60.27	75.60	65.06
200	28.70	36.00		30.98	440	63.14	79.20	68.16
220	31.57	39.60		34.08	460			71.25
240	34.44	43.20		37.18	486**			75.28

\*130 lb Maximum

\*\*81 U.S. Gallons Usable

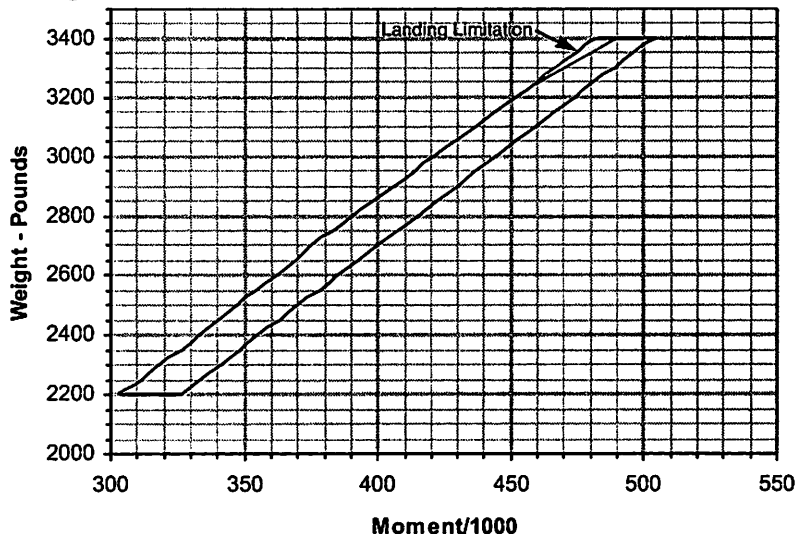
Figure 6-8  
Loading Data

## Moment Limits

Use the following chart or table to determine if the weight and moment from the completed Weight and Balance Loading Form are within limits.

• **Caution** •

Before landing, verify aircraft weight and moment do not fall in the Landing Limitation Zone.



Weight LB	Moment/1000		Weight LB	Moment/1000	
	Minimum	Maximum		Minimum	Maximum
2200	304	326	2850	398	422
2250	311	333	2900	406	430
2300	318	341	2950	414	437
2350	326	348	3000	421	444
2400	333	355	3050	429	452
2450	340	363	3100	437	459
2500	347	370	3150	444	467
2550	354	378	3200	452	474
2600	362	385	3250	460	481
2650	369	392	3300	467	489
2700	375	400	3350	475	496
2750	383	407	3400	483	504
2800	390	415			

**Figure 6-9**  
**Moment Limits**

# **Equipment List**

This list will be determined after the final equipment has been installed in the aircraft.



