O/L	Data used on P charts TempQNH	AD _	ELEV
ATIS		ATIS	
•		ZFW	
VTOSS		T/O FUEL	
	FLAP T/O FLAP UP	TOW	
$\mathbf{V}_{\mathbf{CL}}$		TODA	
		TODR	

ATD						
	Actual Time Noted					
pə						
Fuel Required						
Fuel	Actual Remaining					
tart						
FOB at start						
FO	Planed Remaining					
gui	- 6.2	- 4.8	- 4.8	- 4.8	- 4.8	
nitori	Planed usage					
)A40 Fuel Monitoring	30 min	60 min	90 min	120 min	150 min	
DA4		[bv:	iəţu]	[əw	iiΤ	

SQ1	Data used on P chart TempQNH		AD	ELEV
ATIS			ATIS	
VREF	FLAP LDG	FLAP UP	LDG WT	
\mathbf{SLL}			LDR	
\mathbf{V}_{CL}	FLAP T/O		LDA	

2	LDG WT	LDR	LDA	
	FLAP UP LDC	T	Γ	
	FLAP LDG		FLAP T/O	
	VREF	SLL	V_{CL}	RMK:

L/0	Data used Temp	Data used on P charts TempQNH	AD ELEV
ATIS			ATIS
Vross			ZFW T/O FUEL
VCL	FLAP T/O	FLAP UP	TOW TODA
DA40 Fuel Monitoring	nitoring	FOB at start	Fuel Required ATD
Time Interval 50 min 150 min	9gazu bənaflq 6.2 2 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	Planed Remaining	Actual Remaining Actual Time Noted
FDG	Data used on P chart TempQNH	on P chart	AD ELEV
ATIS			ATIS
VREF	FLAP LDG	FLAP UP	LDG WT

	1
!	1
1	1
i	i .
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	1
i .	i .
	1
i	i .
i	i .
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i e	1
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i	i i
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ı	
	1
i	i .
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	1
i	1

LDR LDA

FLAP T/O

 V_{CL}

RMK:

SLL

Mass & Balance

Diamond

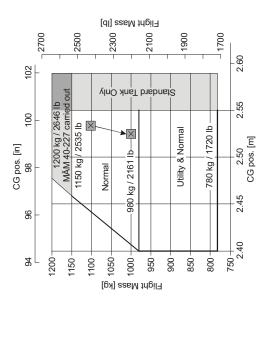
DA 40 AFM

		DA 40 (E	DA 40 (Example)	You	Your DA 40
		Mass [kg] [bj	Moment [kg m] [in lb]	Mass [kg] [lb]	Moment [kg m] [in lb]
_	Empty mass (from Mass and Balance Report)	735	1 760 152,762		
2	Oil not added Lever arm: 1.00 m (39.4 in)	-1.7	-1.7 -158		
3	Front seats Lever arm: 2.30 m (90.6 in)	150 331	345 29,989		
4	Rear seats Lever arm: 3.25 m (128.0 in)	75 165	243.8 21,120		
5	Standard baggage compt. Lever arm: 3.65 m (143.7 in)	0	0		
	Baggage tube Lever arm: 4.32 m (170.1 in)	0	0		
9	Fwd. extended baggage compartment Lever arm: 3.89 m (153.1 in)	27 60	105 9,186		
	Aft extended baggage compartment Lever arm: 4.54 m (178.7 in)	18 40	81.7 7,148		
7	Total mass & total moment with empty fuel tanks (Total of 16.)	1003.3 ²²¹²	2533.8 220,047		
8	Usable fuel Lever arm: 2.63 m (103.5 in)	99.4 219	261.4 22,667		
6	Total mass & total moment including fuel (7. plus 8.)	1102.7 2431	2795.2 242,714		
10	The total moments from rows 7 and 9 (2533.8 and 2795.2 kgm) (220,047 and 242,714 in.b) must be divided by the related total mass (1003.3 and 1102.7 kg respectively) (2212 and 2431 b) and then located in Diagram 6.4.4 - PERMISSIBLE CENTER OF GRAVITY RANGE.	7 and 9 (2) ited total m ed in Diagr	533.8 and 2 nass (1003.3 am 6.4.4 - F	795.2 kgm) 3 and 1102.7 9 ERMISSIB	(220,047 and 242,714 7 kg respectively) LE CENTER OF
	As in our example CG positions (2.525 m and 2.535 m respectively) (99.48and99.84 in) and masses fall into the permitted area. This loading condition is allowable.	s (2.525 m itted area	and 2.535 n this loadin	respectivel	y) (99.48and 99.84 in) is allowable

and m	asse	s fall into the p	ermitted area	and masses fall into the permitted area, this loading condition is allowable.	ion is allowable.
Page 6 - 12	12	Rev. 8	01-Dec-2010	10	Doc. # 6.01.01-E



6.4.4 PERMISSIBLE CENTER OF GRAVITY RANGE



The CG's shown in the diagram are those that from the example in Table 6.4.3 -CALCULATION OF LOADING CONDITION.

Forward Flight CG Limit:

2.40 m (94.5 in) aft of Datum Plane at 780 to 980 kg (1720 to 2161 lb) 2.46 m (96.9 in) aft of Datum Plane at 1150 kg (2535 lb)

linear variation between these values

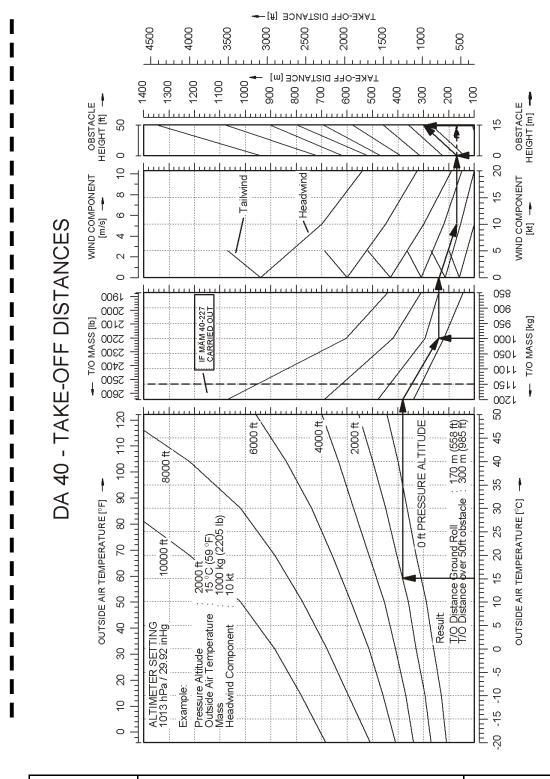
If MÄM 40-227 is carried out:

2.40 m (94.5 in) aft of Datum Plane at 780 kg to 980 kg (1720 lb to 2161 lb)

2.48 m (97.6 in) aft of Datum Plane at 1200 kg (2646 lb)

linear variation between these values

Page 6 - 13	
1-Dec-2010	
01-	
Rev. 8	
.01.01-E	
Doc. # 6.01.0	

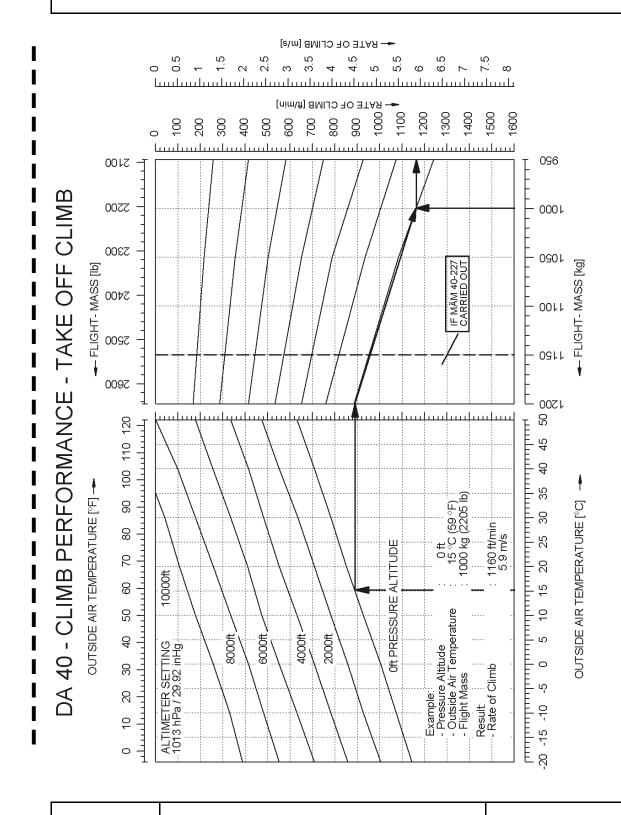




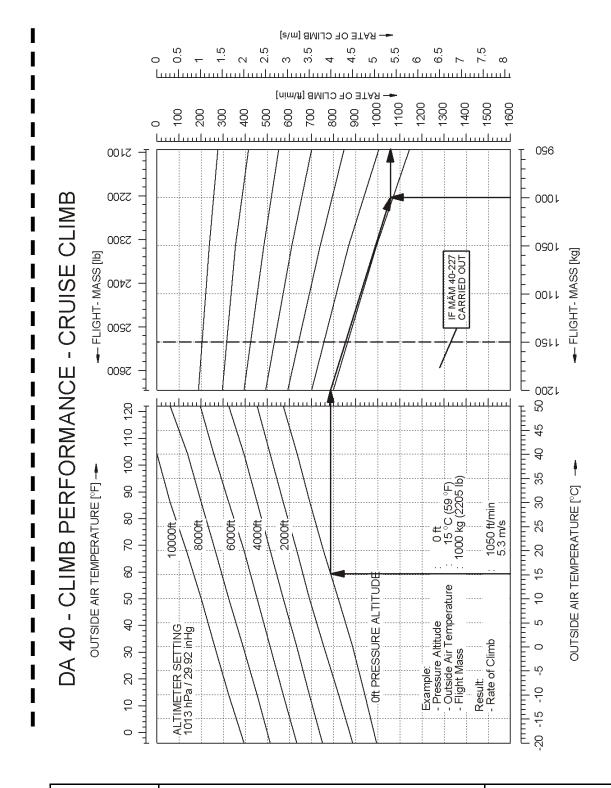
Doc. # 6.01.01-E

Page 5 - 14

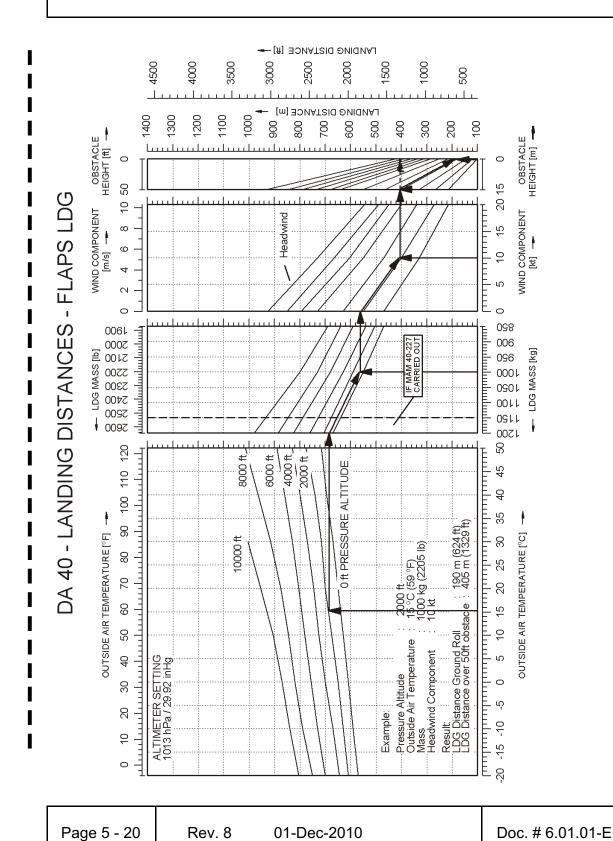
Rev. 8

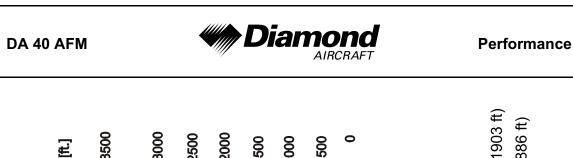


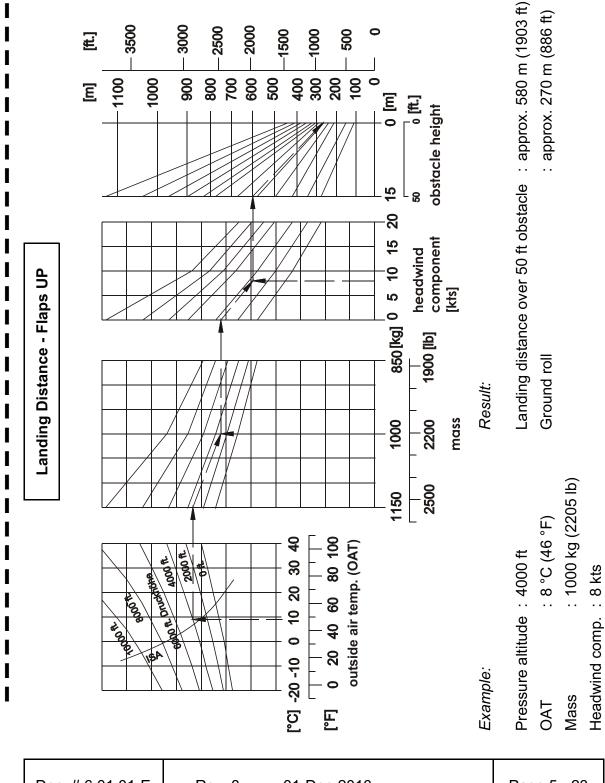
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Page 5 - 16	Rev. 8	01-Dec-2010	Doc. # 6.01.01-E







Doc. # 6.01.01-E	Rev. 8	01-Dec-2010	Page 5 - 23