Weight & Balance Worksheet

RunupLab

A fill-in loading grid: item, weight, arm and moment, ramp weight through landing weight, and a CG line at each end. **No aircraft-specific numbers are printed on this sheet** — every weight, arm and limit comes from your airplane's own current weight-and-balance record and POH/AFM.

CHECKRIDE TRAP POH/AFM **Before you fly:** Limits come from THIS airplane's current weight-and-balance record and POH/AFM — no type-generic number belongs on this sheet.

Item	Weight (lb)	Arm (in)	Moment
Basic empty weight	_____ lb	_____ in	_____ lb-in
Pilot and front passenger	_____ lb	_____ in	_____ lb-in
Rear passengers	_____ lb	_____ in	_____ lb-in
Baggage area 1	_____ lb	_____ in	_____ lb-in
Baggage area 2	_____ lb	_____ in	_____ lb-in
Fuel (gal × lb/gal per POH)	_____ lb	_____ in	_____ lb-in
Ramp weight	_____ lb	—	_____ lb-in
Taxi/run-up fuel burn (−)	_____ lb	—	—
Takeoff weight	_____ lb	—	_____ lb-in
Est. fuel burn to destination (−)	_____ lb	—	—
Landing weight	_____ lb	—	_____ lb-in

Center of gravity — CG = total moment ÷ total weight

Takeoff CG _____ in

Landing CG _____ in

Layout, not limits. Layout follows the PHAK loading-table presentation: item, weight, arm, moment, and CG = total moment ÷ total weight. Source: FAA-H-8083-25C (July 2023) — Pilot's Handbook of Aeronautical Knowledge, Chapter 10, Weight and Balance. This sheet contains no aircraft-specific weight, arm, or CG limit — those are never the same across airframes, and a type-generic number on a loading worksheet is exactly the mistake it exists to prevent.
Check your numbers. This sheet does no arithmetic and checks nothing against an envelope. Run the same numbers through the checked calculator for this sheet at runuplab.com/tools/weight-balance before you rely on them.