

FIA616 EDDM-LUKK | LOAD AND TRIM SHEET

Scheduled time of departure	Aircraft (Type A321 / SN)	Type of Operation
10 MAY 2025 13:10 Z	YRFIC / 2/5 44.70 PAN A	Scheduled

Pilots	Cabin crew	Persons on board	Dispatcher	Fuel	Add. uplift	De-icing
PIC COP (PF)	CC ACM	Total PAX / Infants / Crew	Name Flight plan edition	Remaining / Uplift Min. required / Ramp		Holdover time Step 1 / Step 2
TIM RUR	BAI / CAG / DUD / FAM / ANV	148 139 / 2 / 7	SCRIPNIC V. 10 MAY 2025 07:17 Z	4000 / 4968 KG 8446 / 8968 KG		

Load envelope	Load summary	Weight	Max.	%MAC	Load distribution	Weight	Load details																																																																															
	<table> <tbody> <tr> <td>Basic operating</td> <td>49289 KG</td> <td>22.4</td> <td>PAX section 1</td> <td>1266 KG</td> <td>MFCI: 12/3/0/1</td> </tr> <tr> <td>Crew</td> <td>0 KG</td> <td></td> <td>PAX section 2</td> <td>2599 KG</td> <td>MFCI: 18/14/1/0</td> </tr> <tr> <td>Passengers</td> <td>10746 KG</td> <td></td> <td>PAX section 3</td> <td>3527 KG</td> <td>MFCI: 19/23/7/1</td> </tr> <tr> <td>Cargo</td> <td>607 KG</td> <td>11548 KG</td> <td>PAX section 4</td> <td>3354 KG</td> <td>MFCI: 23/19/0/0</td> </tr> <tr> <td>Payload</td> <td>11353 KG</td> <td>24511 KG</td> <td>Total PAX</td> <td>10746 KG</td> <td>MFCI: 72/59/8/2</td> </tr> <tr> <td>Zero fuel</td> <td>60642 KG</td> <td>73800 KG</td> <td>32.4</td> <td>Forward hold 1</td> <td>607 KG</td> <td>CRSB: 36/0/0/0</td> </tr> <tr> <td>Ramp fuel</td> <td>8968 KG</td> <td>21651 KG</td> <td>Forward hold 2</td> <td>-</td> <td>-</td> </tr> <tr> <td>Ramp</td> <td>69610 KG</td> <td>93900 KG</td> <td>Aft hold 3</td> <td>-</td> <td>-</td> </tr> <tr> <td>Take-off</td> <td>69310 KG</td> <td>93500 KG</td> <td>Aft hold 4</td> <td>-</td> <td>-</td> </tr> <tr> <td>Trip fuel</td> <td>5086 KG</td> <td></td> <td>Bulk hold 5</td> <td>-</td> <td>-</td> </tr> <tr> <td>Taxi fuel</td> <td>300 KG</td> <td></td> <td>Total cargo</td> <td>607 KG</td> <td>CRSB: 36/0/0/0</td> </tr> <tr> <td>Landing fuel</td> <td>3582 KG</td> <td></td> <td>Main tanks</td> <td>8968 KG</td> <td></td> </tr> <tr> <td>Landing</td> <td>64224 KG</td> <td>77800 KG</td> <td>Total fuel</td> <td>8968 KG</td> <td>Ballast: 0 KG</td> </tr> </tbody> </table>	Basic operating	49289 KG	22.4	PAX section 1	1266 KG	MFCI: 12/3/0/1	Crew	0 KG		PAX section 2	2599 KG	MFCI: 18/14/1/0	Passengers	10746 KG		PAX section 3	3527 KG	MFCI: 19/23/7/1	Cargo	607 KG	11548 KG	PAX section 4	3354 KG	MFCI: 23/19/0/0	Payload	11353 KG	24511 KG	Total PAX	10746 KG	MFCI: 72/59/8/2	Zero fuel	60642 KG	73800 KG	32.4	Forward hold 1	607 KG	CRSB: 36/0/0/0	Ramp fuel	8968 KG	21651 KG	Forward hold 2	-	-	Ramp	69610 KG	93900 KG	Aft hold 3	-	-	Take-off	69310 KG	93500 KG	Aft hold 4	-	-	Trip fuel	5086 KG		Bulk hold 5	-	-	Taxi fuel	300 KG		Total cargo	607 KG	CRSB: 36/0/0/0	Landing fuel	3582 KG		Main tanks	8968 KG		Landing	64224 KG	77800 KG	Total fuel	8968 KG	Ballast: 0 KG						
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MFCI (PAX types): Male / Female / Child / Infant | CRSB (Bag types): Check-in / Rush / Sky-check / Ballast

Acceptance Statement: This document is prepared and Accepted by Pilot in Command (PIC). The PIC Acceptance confirms correct completion and acceptance of the Mass and Balance, OFP, Crew Pre-Flight Inspection, Security Search, Ground Anti-/De-icing (if any), Aircraft Defects, and Sufficient Fuel and Oil for the planned trip. The OFP has been verified against the FMS Database. The PIC confirms that CM1 and CM2 have passed Route and Aerodrome Competence.