

Hibernian Airline Loading Instruction Report (LIR) CRJ1000

Flight No: AZ419 Date: 01/05/23 Aircraft Registration: EI HBC Destination: LIN

| LOAD PLAN | | |
|--------------|--------|------------|
| FWD Hold (4) | Pieces | <u>NIL</u> |
| Max KG | | 408 KG |

| LOAD PLAN | | |
|--------------|--------|------------|
| FWD Hold (5) | Pieces | <u>NIL</u> |
| Max KG | | 544 KG |

| LOAD PLAN | | |
|--------------|--------|-----------|
| AFT Hold (6) | Pieces | <u>16</u> |
| Max KG | | 1806 KG |

ACTUAL LOADING

| FWD Hold (4) | No. | Weight (KG) |
|--------------|-----|-------------|
| Bags | | KG |
| Cargo | | KG |
| Ballast | | KG |
| COM/EXP | | KG |
| DG | | KG |
| Total | | KG |

NIL

| FWD Hold (5) | No. | Weight (KG) |
|--------------|-----|-------------|
| Bags | | KG |
| Cargo | | KG |
| Ballast | | KG |
| COM/EXP | | KG |
| DG | | KG |
| Total | | KG |

NIL

| AFT Hold (6) | No. | Weight (KG) |
|--------------|------------|---------------|
| Bags | <u>16</u> | <u>277</u> KG |
| Cargo | <u>NIL</u> | <u>NIL</u> KG |
| Ballast | <u>NIL</u> | <u>NIL</u> KG |
| COM/EXP | <u>NIL</u> | <u>NIL</u> KG |
| DG | <u>NIL</u> | <u>NIL</u> KG |
| Total | <u>16</u> | <u>277</u> KG |

| Accepted Passenger Breakdown | No. of Pax |
|------------------------------|------------|
| Male | |
| Female | |
| Children | |
| Infants | |
| Total | |

| Cabin Bay | Cabin A rows 1-5 | Cabin B rows 6-10 | Cabin C rows 11-17 | Cabin D rows 18-22 | Cabin E rows 23-27 |
|------------|------------------|-------------------|--------------------|--------------------|--------------------|
| Splits | | | | | |
| No. of Pax | <u>8</u> | <u>20</u> | <u>18</u> | <u>18</u> | <u>16</u> |

| FWD Hold (4) | No. | Weight (KG) |
|--------------|-----------|-------------|
| LMC ± | | KG |
| DAA | <u>28</u> | |
| Total | | KG |

| FWD Hold (5) | No. | Weight (KG) |
|--------------|-----|-------------|
| LMC ± | | KG |
| DAA | | |
| Total | | KG |

| AFT Hold (6) | No. | Weight (KG) |
|--------------|-----------|-------------|
| LMC ± | | KG |
| DAA | <u>11</u> | |
| Total | | KG |

For LMC representing between 5% and 10% of total passenger capacity or total load capacity, it is the decision of the Commander if a new loadsheet is completed. If the changes represent a value greater than 10%, completion of a new manual load sheet is mandatory.

Notes/Deviations

Declaration:

I confirm that the aircraft has been loaded in accordance with these instructions including the deviations shown on this report. The load is secured in accordance with company regulations.

Signed: [Signature] Agent Responsible for Loading
PRINT NAME: Bog Fahy

Signed: [Signature] Captain (signature for acceptance)
PRINT NAME: [Signature]

- Hibernian Airlines requires this LIR to be completed for any departure for which a manual loadsheet is produced.
- Loading Supervisor shall not deviate from the instructions in the Load Plan without confirmation from the Load Planner/Turnaround Coordinator. All deviations shall be noted in the Notes/Deviations box above.
- Every section shall be completed, indicating a box is not applicable by putting a line through it.
- First copy for the Commander, second copy for the flight file, third copy remains in the book.
- Passenger pieces and weight and bay splits only required where computerised PW is unavailable.