

FIA616 EDDM-LUKK | LOAD AND TRIM SHEET

Scheduled time of departure	Aircraft (Type A321 / SN)	Type of Operation
29 MAR 2025 14:00 Z	YRFIB / 2/5 39.01 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
RIT MAA	RUC / TUV / HEV / MOT / VAB	147 138 / 2 / 7	SATIGHIN V. 29 MAR 2025 08:13 Z	5000 / 5600 KG 10544 / 10600 KG		

Load envelope	Load summary	Weight	Max.	%MAC	Load distribution	Weight	Load details																																																																																											
	<table> <tbody> <tr> <td>Basic operating</td> <td>50971 KG</td> <td>21.6</td> <td>PAX section 1</td> <td>703 KG</td> <td>MFCI: 6/2/1/0</td> </tr> <tr> <td>Crew</td> <td>0 KG</td> <td></td> <td>PAX section 2</td> <td>685 KG</td> <td>MFCI: 5/3/1/1</td> </tr> <tr> <td>Passengers</td> <td>10818 KG</td> <td></td> <td>PAX section 3</td> <td>5198 KG</td> <td>MFCI: 36/28/2/0</td> </tr> <tr> <td>Cargo</td> <td>745 KG</td> <td>11548 KG</td> <td>PAX section 4</td> <td>4232 KG</td> <td>MFCI: 29/23/2/1</td> </tr> <tr> <td>Payload</td> <td>11563 KG</td> <td>22829 KG</td> <td>Total PAX</td> <td>10818 KG</td> <td>MFCI: 76/56/6/2</td> </tr> <tr> <td>Zero fuel</td> <td>62534 KG</td> <td>73800 KG</td> <td>31.2</td> <td></td> <td></td> </tr> <tr> <td>Ramp fuel</td> <td>10600 KG</td> <td>21651 KG</td> <td>Forward hold 1</td> <td>-</td> <td>-</td> </tr> <tr> <td>Ramp</td> <td>73134 KG</td> <td>93900 KG</td> <td>Forward hold 2</td> <td>-</td> <td>-</td> </tr> <tr> <td>Take-off</td> <td>72834 KG</td> <td>93500 KG</td> <td>Aft hold 3</td> <td>745 KG</td> <td>CRSB: 40/0/0/0</td> </tr> <tr> <td>Trip fuel</td> <td>5521 KG</td> <td></td> <td>Aft hold 4</td> <td>-</td> <td>-</td> </tr> <tr> <td>Taxi fuel</td> <td>300 KG</td> <td></td> <td>Bulk hold 5</td> <td>-</td> <td>-</td> </tr> <tr> <td>Landing fuel</td> <td>4779 KG</td> <td></td> <td>Total cargo</td> <td>745 KG</td> <td>CRSB: 40/0/0/0</td> </tr> <tr> <td>Landing</td> <td>67314 KG</td> <td>77800 KG</td> <td>29.0</td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td>Main tanks</td> <td>10600 KG</td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td>Total fuel</td> <td>10600 KG</td> <td>Ballast: 0 KG</td> </tr> </tbody> </table>	Basic operating	50971 KG	21.6	PAX section 1	703 KG	MFCI: 6/2/1/0	Crew	0 KG		PAX section 2	685 KG	MFCI: 5/3/1/1	Passengers	10818 KG		PAX section 3	5198 KG	MFCI: 36/28/2/0	Cargo	745 KG	11548 KG	PAX section 4	4232 KG	MFCI: 29/23/2/1	Payload	11563 KG	22829 KG	Total PAX	10818 KG	MFCI: 76/56/6/2	Zero fuel	62534 KG	73800 KG	31.2			Ramp fuel	10600 KG	21651 KG	Forward hold 1	-	-	Ramp	73134 KG	93900 KG	Forward hold 2	-	-	Take-off	72834 KG	93500 KG	Aft hold 3	745 KG	CRSB: 40/0/0/0	Trip fuel	5521 KG		Aft hold 4	-	-	Taxi fuel	300 KG		Bulk hold 5	-	-	Landing fuel	4779 KG		Total cargo	745 KG	CRSB: 40/0/0/0	Landing	67314 KG	77800 KG	29.0						Main tanks	10600 KG					Total fuel	10600 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.