

FIA616 EDDM-LUKK | LOAD AND TRIM SHEET

Scheduled time of departure	Aircraft (Type A321 / SN)	Type of Operation
16 APR 2025 12:20 Z	YRFIB / 2/5 39.01 PAN A	Scheduled

Pilots PIC (PF) COP	Cabin crew CC ACM	Persons on board Total PAX / Infants / Crew	Dispatcher Name Flight plan edition	Fuel Remaining / Uplift Min. required / Ramp	Add. uplift	De-icing Holdover time Step 1 / Step 2
TIM MAA	BUC / UMA / PAL / SAI / ANV	162 154 / 1 / 7	SCRIPNIC V. 16 APR 2025 06:41 Z	4100 / 6214 KG 10219 / 10314 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>316 KG</td> <td>MFCI: 2/2/0/0</td> </tr> <tr> <td>Crew</td> <td>0 KG</td> <td></td> <td>PAX section 2</td> <td>911 KG</td> <td>MFCI: 2/9/3/0</td> </tr> <tr> <td>Passengers</td> <td>11782 KG</td> <td></td> <td>PAX section 3</td> <td>5550 KG</td> <td>MFCI: 40/27/4/1</td> </tr> <tr> <td>Cargo</td> <td>672 KG</td> <td>11548 KG</td> <td>PAX section 4</td> <td>5005 KG</td> <td>MFCI: 35/25/5/0</td> </tr> <tr> <td>Payload</td> <td>12454 KG</td> <td>22829 KG</td> <td>Total PAX</td> <td>11782 KG</td> <td>MFCI: 79/63/12/1</td> </tr> <tr> <td>Zero fuel</td> <td>63425 KG</td> <td>73800 KG</td> <td>34.7</td> <td></td> <td></td> </tr> <tr> <td>Ramp fuel</td> <td>10314 KG</td> <td>21651 KG</td> <td>Forward hold 1</td> <td>-</td> <td>-</td> </tr> <tr> <td>Ramp</td> <td>73739 KG</td> <td>93900 KG</td> <td>Forward hold 2</td> <td>-</td> <td>-</td> </tr> <tr> <td>Take-off</td> <td>73439 KG</td> <td>93500 KG</td> <td>Aft hold 3</td> <td>672 KG</td> <td>CRSB: 35/0/0/0</td> </tr> <tr> <td>Trip fuel</td> <td>5295 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>4719 KG</td> <td></td> <td>Total cargo</td> <td>672 KG</td> <td>CRSB: 35/0/0/0</td> </tr> <tr> <td>Landing</td> <td>68144 KG</td> <td>77800 KG</td> <td>32.3</td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td>Main tanks</td> <td>10314 KG</td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td>Total fuel</td> <td>10314 KG</td> <td>Ballast: 0 KG</td> </tr> </tbody> </table>	Basic operating	50971 KG	21.6	PAX section 1	316 KG	MFCI: 2/2/0/0	Crew	0 KG		PAX section 2	911 KG	MFCI: 2/9/3/0	Passengers	11782 KG		PAX section 3	5550 KG	MFCI: 40/27/4/1	Cargo	672 KG	11548 KG	PAX section 4	5005 KG	MFCI: 35/25/5/0	Payload	12454 KG	22829 KG	Total PAX	11782 KG	MFCI: 79/63/12/1	Zero fuel	63425 KG	73800 KG	34.7			Ramp fuel	10314 KG	21651 KG	Forward hold 1	-	-	Ramp	73739 KG	93900 KG	Forward hold 2	-	-	Take-off	73439 KG	93500 KG	Aft hold 3	672 KG	CRSB: 35/0/0/0	Trip fuel	5295 KG		Aft hold 4	-	-	Taxi fuel	300 KG		Bulk hold 5	-	-	Landing fuel	4719 KG		Total cargo	672 KG	CRSB: 35/0/0/0	Landing	68144 KG	77800 KG	32.3						Main tanks	10314 KG					Total fuel	10314 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.