```
L O A D S H E E T           CHECKED         APPROVED/TIME  EDNO
ALL WEIGHTS IN KILOS                                        01

FROM/TO FLIGHT       A/C REG   VERSION     CREW    DATE    TIME
FRA PMI X32432       DABKM     186Y        2/4     15Oct25 0249

                         WEIGHT            DISTRIBUTION
LOAD IN COMPARTMENTS       1837  2/506 3/1114 4/217
PASSENGER/CABIN BAG       10018  51/  67/  24/   2/ TTL 144
                                  PAX Y  142
TOTAL TRAFFIC LOAD          11855
DRY OPERATING WEIGHT        42742
ZERO FUEL WEIGHT ACTUAL     54597 MAX  61688       ADJ
TAKE OFF FUEL                8796
TAKE OFF WEIGHT ACTUAL      63393 MAX  77999       ADJ
TRIP FUEL                    4291
LANDING WEIGHT ACTUAL       59102 MAX  65317   L   ADJ
                                  ..............................
CABIN TRIM: BY ROW
0A  72/0B  70

                              *********************************
BALANCE AND SEATING CONDITIONS*             LAST MINUTE CHANGES
BI     49.7 DOI    52.5       * DEST   SPEC   CL/CPT + - WEIGHT
LIZFW  50.6 MACZFW 20.2       *
LITOW  59.8 MACTOW 23.0       *
LILAW  52.4 MACLAW 20.8       *
                              *
FWD AND AFT INDEX LIMITS      *
ZF:22.02 I------*----I 73.12  *
TO:18.22 I-------*---I 77.88  *
LD:18.51 I------*----I 76.85  *

UNDERLOAD BEFORE LMC   6215   *             LMC TOTAL
*****************************************************************
LOADMESSAGE AND CAPTAINS INFORMATION BEFORE LMC
SI
CAPTAIN             WEBER

X32432/15.DABKM.186Y.2/4
-PMI.51/67/24/2.0.T1837.H2/506.H3/1114.H4/217
.PAX/142

SERVICE WEIGHT ADJUSTMENT WEIGHT/INDEX
ADD
NIL
DEDUCTIONS
NIL

SI CATERING CODE A
127bags/PMI

.. MISCELLANEOUS INFORMATION ..................................
PAX WGT STANDARD                 88/70/35/0
BAG WGT ACTUAL                   14.5
PMI M 0    C 0    BAG      127/1837     TRA 0/0     EIC 0
.................................................................
H1 NIL/H2 35B/H3 77B/H4 15B

LOADSHEET PREPARED BY
FRA_l.schnitger

END OF LOADSHEET
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