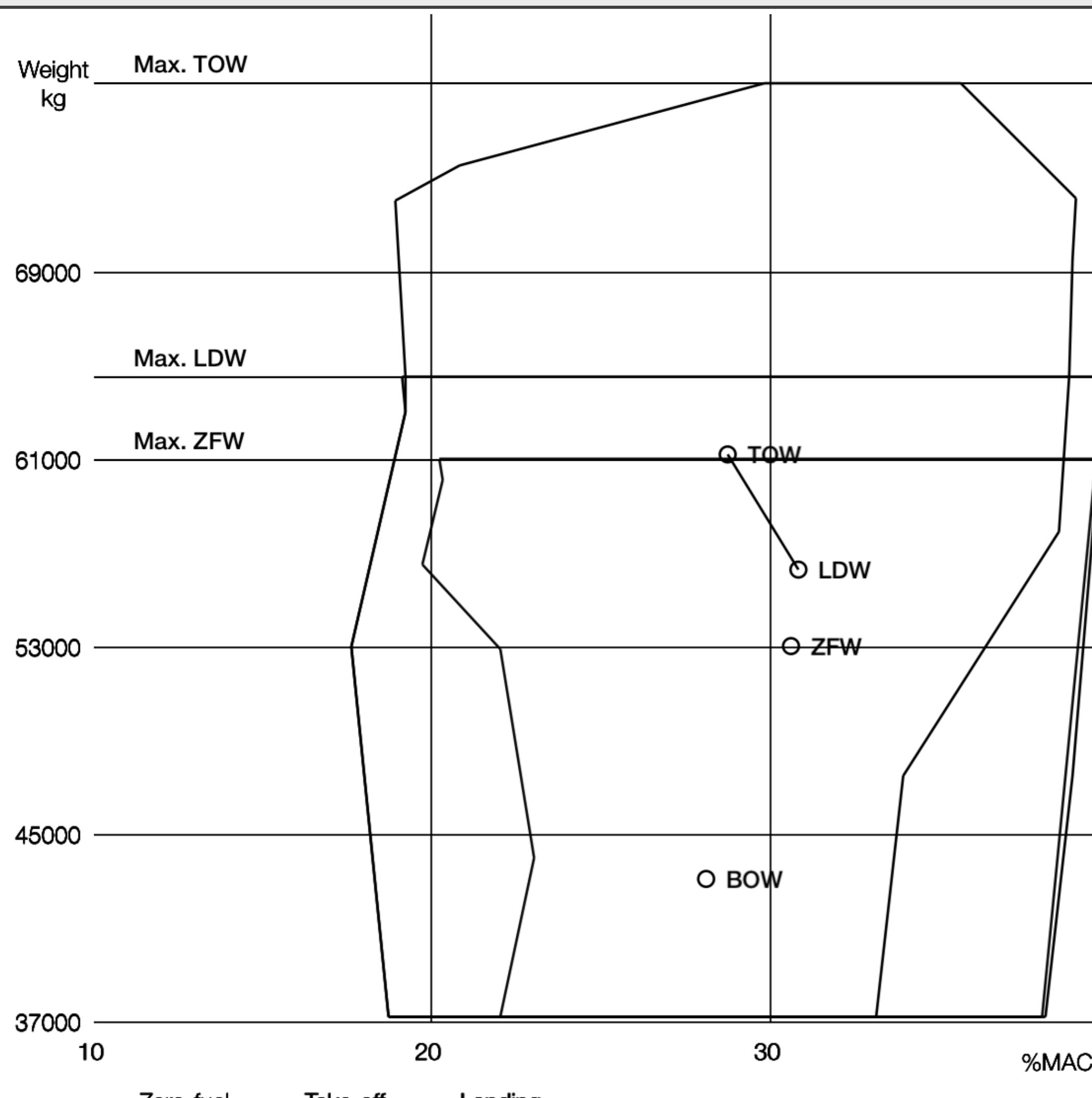




FIA5616 EDDM-LUKK | LOAD AND TRIM SHEET

Scheduled time of departure	Aircraft (Type A320 / SN 5581)	Type of Operation
08 NOV 2025 11:10 Z	ER00004 / PAX FLT PANTRY A	Scheduled

Pilots PIC COP (PF)	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
TIS MAX	CAC / ROD / TIP / CAR / DIN	130 119 / 4 / 7	STEPANENCO 08 NOV 2025 05:25 Z	5500 / 2866 KG 7747 / 8366 KG		

Load envelope	Load summary	Weight	Max.	%MAC	Load distribution	Weight	Load details																																																																																									
	<table> <tbody> <tr> <td>Basic operating</td> <td>43106 KG</td> <td>28.0</td> <td>PAX section 1</td> <td>2476 KG</td> <td>MFCI: 17/14/0/0</td> </tr> <tr> <td>Crew</td> <td>545 KG</td> <td></td> <td>PAX section 2</td> <td>3792 KG</td> <td>MFCI: 24/24/0/3</td> </tr> <tr> <td>Passengers</td> <td>9196 KG</td> <td></td> <td>PAX section 3</td> <td>2928 KG</td> <td>MFCI: 11/27/2/1</td> </tr> <tr> <td>Cargo</td> <td>722 KG</td> <td>7568 KG</td> <td>Total PAX</td> <td>9196 KG</td> <td>MFCI: 52/65/2/4</td> </tr> <tr> <td>Payload</td> <td>9918 KG</td> <td>17894 KG</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Zero fuel</td> <td>53024 KG</td> <td>61000 KG</td> <td>30.5</td> <td></td> <td></td> </tr> <tr> <td>Ramp fuel</td> <td>8366 KG</td> <td>18970 KG</td> <td>FWD1</td> <td>722 KG</td> <td>CRSB: 39/0/0/0</td> </tr> <tr> <td>Ramp</td> <td>61390 KG</td> <td>77400 KG</td> <td>AFT3</td> <td>-</td> <td>-</td> </tr> <tr> <td>Taxi fuel</td> <td>200 KG</td> <td></td> <td>AFT4</td> <td>-</td> <td>-</td> </tr> <tr> <td>Take-off fuel</td> <td>8166 KG</td> <td></td> <td>AFT5</td> <td>-</td> <td>-</td> </tr> <tr> <td>Take-off</td> <td>61190 KG</td> <td>77000 KG</td> <td>28.7</td> <td>Total cargo</td> <td>722 KG</td> <td>CRSB: 39/0/0/0</td> </tr> <tr> <td>Trip fuel</td> <td>4907 KG</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Landing fuel</td> <td>3258 KG</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Landing</td> <td>56282 KG</td> <td>64500 KG</td> <td>30.8</td> <td>Total fuel</td> <td>8366 KG</td> <td>Ballast: 0 KG</td> </tr> </tbody> </table>	Basic operating	43106 KG	28.0	PAX section 1	2476 KG	MFCI: 17/14/0/0	Crew	545 KG		PAX section 2	3792 KG	MFCI: 24/24/0/3	Passengers	9196 KG		PAX section 3	2928 KG	MFCI: 11/27/2/1	Cargo	722 KG	7568 KG	Total PAX	9196 KG	MFCI: 52/65/2/4	Payload	9918 KG	17894 KG				Zero fuel	53024 KG	61000 KG	30.5			Ramp fuel	8366 KG	18970 KG	FWD1	722 KG	CRSB: 39/0/0/0	Ramp	61390 KG	77400 KG	AFT3	-	-	Taxi fuel	200 KG		AFT4	-	-	Take-off fuel	8166 KG		AFT5	-	-	Take-off	61190 KG	77000 KG	28.7	Total cargo	722 KG	CRSB: 39/0/0/0	Trip fuel	4907 KG						Landing fuel	3258 KG						Landing	56282 KG	64500 KG	30.8	Total fuel	8366 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.