

FIA5616 EDDM-LUKK | LOAD AND TRIM SHEET

Scheduled time of departure	Aircraft (Type A321 / SN 06979)	Type of Operation
03 DEC 2025 13:20 Z	ER00003 / X/5 PAX	Scheduled

Pilots PIC 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
MAH CRS	TAD / BAM / ROD / ALE / BRV	106 97 / 2 / 7	SATIGHIN V. 03 DEC 2025 07:01 Z	3980 / 4600 KG 7911 / 8580 KG		

Load envelope	Load summary	Weight	Max.	%MAC	Load distribution	Weight	Load details																																																																																																			
	<table> <tbody> <tr> <td>Basic operating</td> <td>48606 KG</td> <td>20.8</td> <td>PAX section 1</td> <td>1210 KG</td> <td>MFCI: 5/11/0/1</td> </tr> <tr> <td>Crew</td> <td>545 KG</td> <td></td> <td>PAX section 2</td> <td>1422 KG</td> <td>MFCI: 9/9/0/0</td> </tr> <tr> <td>Passengers</td> <td>7316 KG</td> <td></td> <td>PAX section 3</td> <td>4684 KG</td> <td>MFCI: 23/36/4/1</td> </tr> <tr> <td>Cargo</td> <td>587 KG</td> <td></td> <td>Total PAX</td> <td>7316 KG</td> <td>MFCI: 37/56/4/2</td> </tr> <tr> <td>Payload</td> <td>7903 KG</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Zero fuel</td> <td>56509 KG</td> <td>73800 KG</td> <td>30.8</td> <td>FWD1</td> <td>557 KG</td> <td>CRSB: 31/0/0/0</td> </tr> <tr> <td>Ramp fuel</td> <td>8580 KG</td> <td>18879 KG</td> <td></td> <td>FWD2</td> <td>30 KG</td> <td>CRSB: 1/0/0/0</td> </tr> <tr> <td>Ramp</td> <td>65089 KG</td> <td>93900 KG</td> <td></td> <td>AFT3</td> <td>-</td> <td>-</td> </tr> <tr> <td>Taxi fuel</td> <td>300 KG</td> <td></td> <td>AFT4</td> <td>-</td> <td>-</td> </tr> <tr> <td>Take-off fuel</td> <td>8280 KG</td> <td></td> <td>AFT5</td> <td>-</td> <td>-</td> </tr> <tr> <td>Take-off</td> <td>64789 KG</td> <td>93500 KG</td> <td>27.5</td> <td>Total cargo</td> <td>587 KG</td> <td>CRSB: 32/0/0/0</td> </tr> <tr> <td>Trip fuel</td> <td>4589 KG</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Landing fuel</td> <td>3691 KG</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Landing</td> <td>60200 KG</td> <td>77800 KG</td> <td>28.9</td> <td>Main tanks</td> <td>8580 KG</td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td>Total fuel</td> <td>8580 KG</td> <td>Ballast: 0 KG</td> </tr> </tbody> </table>	Basic operating	48606 KG	20.8	PAX section 1	1210 KG	MFCI: 5/11/0/1	Crew	545 KG		PAX section 2	1422 KG	MFCI: 9/9/0/0	Passengers	7316 KG		PAX section 3	4684 KG	MFCI: 23/36/4/1	Cargo	587 KG		Total PAX	7316 KG	MFCI: 37/56/4/2	Payload	7903 KG					Zero fuel	56509 KG	73800 KG	30.8	FWD1	557 KG	CRSB: 31/0/0/0	Ramp fuel	8580 KG	18879 KG		FWD2	30 KG	CRSB: 1/0/0/0	Ramp	65089 KG	93900 KG		AFT3	-	-	Taxi fuel	300 KG		AFT4	-	-	Take-off fuel	8280 KG		AFT5	-	-	Take-off	64789 KG	93500 KG	27.5	Total cargo	587 KG	CRSB: 32/0/0/0	Trip fuel	4589 KG						Landing fuel	3691 KG						Landing	60200 KG	77800 KG	28.9	Main tanks	8580 KG						Total fuel	8580 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.