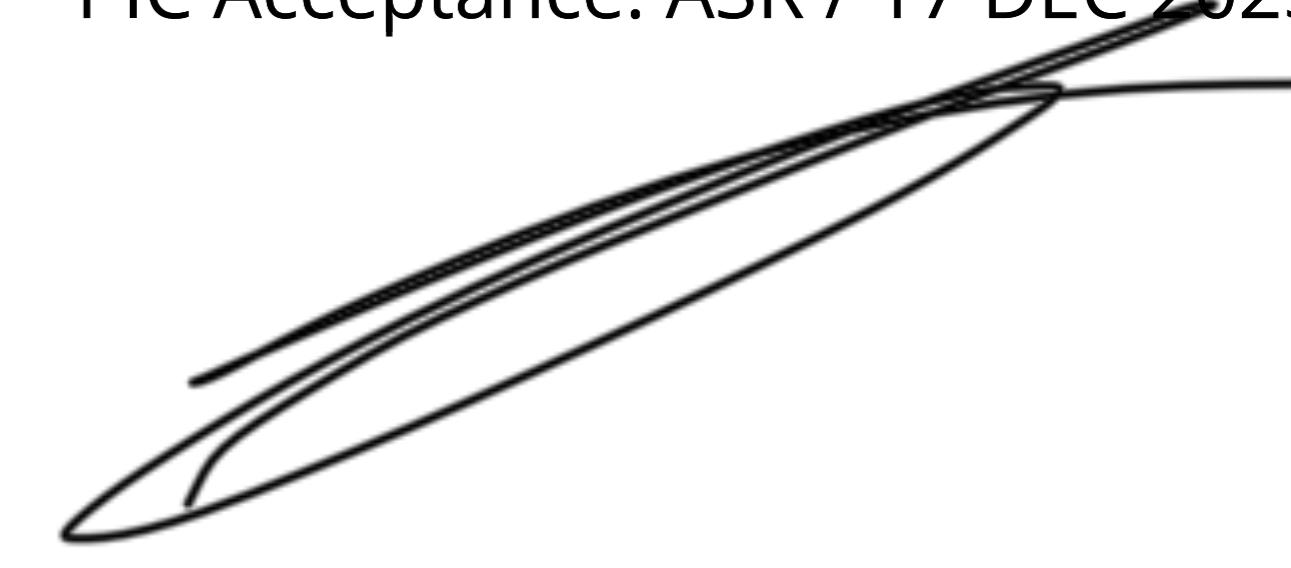


FIA5616 EDDM-LUKK | LOAD AND TRIM SHEET



Scheduled time of departure	Aircraft (Type A321 / SN 06376)	Type of Operation
17 DEC 2025 10:50 Z	ER00001 / X/5 PAX	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
ASR HEA	MAC / GOR / ANA / BOL / POF	163 154 / 2 / 7	VITU A. 17 DEC 2025 05:34 Z	5300 / 4894 KG 8668 / 10194 KG		

Load envelope	Load summary	Weight	Max.	%MAC	Load distribution	Weight	Load details																																																																																														
	<table> <tbody> <tr> <td>Basic operating</td> <td>49462 KG</td> <td>21.5</td> <td>PAX section 1</td> <td>2246 KG</td> <td>MFCI: 12/16/2/0</td> </tr> <tr> <td>Crew</td> <td>545 KG</td> <td></td> <td>PAX section 2</td> <td>5143 KG</td> <td>MFCI: 31/34/1/0</td> </tr> <tr> <td>Passengers</td> <td>11815 KG</td> <td></td> <td>PAX section 3</td> <td>4426 KG</td> <td>MFCI: 32/20/6/2</td> </tr> <tr> <td>Cargo</td> <td>835 KG</td> <td></td> <td>Total PAX</td> <td>11815 KG</td> <td>MFCI: 75/70/9/2</td> </tr> <tr> <td>Payload</td> <td>12650 KG</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Zero fuel</td> <td>62112 KG</td> <td>73800 KG</td> <td>28.9</td> <td>FWD1</td> <td>-</td> <td></td> </tr> <tr> <td>Ramp fuel</td> <td>10194 KG</td> <td>21228 KG</td> <td></td> <td>FWD2</td> <td>-</td> <td></td> </tr> <tr> <td>Ramp</td> <td>72306 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></td> <td>AFT4</td> <td>835 KG</td> <td>CRSB: 49/0/0/0</td> </tr> <tr> <td>Take-off fuel</td> <td>9800 KG</td> <td></td> <td></td> <td>AFT5</td> <td>-</td> <td></td> </tr> <tr> <td>Take-off</td> <td>71912 KG</td> <td>93500 KG</td> <td>26.3</td> <td>Total cargo</td> <td>835 KG</td> <td>CRSB: 49/0/0/0</td> </tr> <tr> <td>Trip fuel</td> <td>5313 KG</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Landing fuel</td> <td>4487 KG</td> <td></td> <td></td> <td>Main tanks</td> <td>10194 KG</td> <td></td> </tr> <tr> <td>Landing</td> <td>66599 KG</td> <td>77800 KG</td> <td>27.0</td> <td>Total fuel</td> <td>10194 KG</td> <td>Ballast: 0 KG</td> </tr> </tbody> </table>	Basic operating	49462 KG	21.5	PAX section 1	2246 KG	MFCI: 12/16/2/0	Crew	545 KG		PAX section 2	5143 KG	MFCI: 31/34/1/0	Passengers	11815 KG		PAX section 3	4426 KG	MFCI: 32/20/6/2	Cargo	835 KG		Total PAX	11815 KG	MFCI: 75/70/9/2	Payload	12650 KG					Zero fuel	62112 KG	73800 KG	28.9	FWD1	-		Ramp fuel	10194 KG	21228 KG		FWD2	-		Ramp	72306 KG	93900 KG		AFT3	-		Taxi fuel	300 KG			AFT4	835 KG	CRSB: 49/0/0/0	Take-off fuel	9800 KG			AFT5	-		Take-off	71912 KG	93500 KG	26.3	Total cargo	835 KG	CRSB: 49/0/0/0	Trip fuel	5313 KG						Landing fuel	4487 KG			Main tanks	10194 KG		Landing	66599 KG	77800 KG	27.0	Total fuel	10194 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.