

FIA5616 EDDM-LUKK | LOAD AND TRIM SHEET

| Scheduled time of departure | Aircraft (Type A321 / SN 06087) | Type of Operation |
|-----------------------------|---------------------------------|-------------------|
| 04 FEB 2026 10:50 Z | ER00009 / PAX FLIGHT | 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 |
|---------------------------|-----------------------------|---------------------------------------------------|-------------------------------------------|----------------------------------------------------|-------------|----------------------------------------------|
| OAL MIG | GIN / ANV / NAT / ROO / DBT | 141 132 / 2 / 7 | STEPANENCO 04 FEB 2026 04:54 Z | 4200 / 4780 KG 8263 / 8980 KG | | |

| Load envelope | Load summary | Weight | Max. | %MAC | Load distribution | Weight | Load details | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|--------------------|-------------------|------------------------|----------------------|-----------------|------|--------|--|---------------|---------|-----------------|------------|----------|--|---------------|---------|-----------------|-------|--------|----------|---------------|---------|-----------------|---------|----------|----------|------------------|-----------------|------------------------|------------------|-----------------|-----------------|------|--|--|-----------|---------|----------|----------------|---|---|------|----------|----------|----------------|---|---|-----------|--------|--|------------|---|---|---------------|---------|--|------------|--------|----------------|-----------------|-----------------|-----------------|------|------------|---|-----------|---------|--|--------------------|---------------|-----------------------|--------------|---------|--|--|--|--|----------------|-----------------|-----------------|------|------------|---------|--|--|--|--|--|-------------------|----------------|----------------------|--|--|--|--|--|--|--|
| | <table> <tbody> <tr> <td>Basic operating</td> <td>48397 KG</td> <td>21.0</td> <td>PAX section 1</td> <td>2019 KG</td> <td>MFCI: 13/12/1/0</td> </tr> <tr> <td>Crew</td> <td>545 KG</td> <td></td> <td>PAX section 2</td> <td>2826 KG</td> <td>MFCI: 17/19/0/2</td> </tr> <tr> <td>Passengers</td> <td>10180 KG</td> <td></td> <td>PAX section 3</td> <td>2546 KG</td> <td>MFCI: 17/15/0/0</td> </tr> <tr> <td>Cargo</td> <td>747 KG</td> <td>12837 KG</td> <td>PAX section 4</td> <td>2789 KG</td> <td>MFCI: 13/22/3/0</td> </tr> <tr> <td>Payload</td> <td>10927 KG</td> <td>25403 KG</td> <td>Total PAX</td> <td>10180 KG</td> <td>MFCI: 60/68/4/2</td> </tr> <tr> <td>Zero fuel</td> <td>59324 KG</td> <td>73800 KG</td> <td>27.9</td> <td></td> <td></td> </tr> <tr> <td>Ramp fuel</td> <td>8980 KG</td> <td>19240 KG</td> <td>Forward hold 1</td> <td>-</td> <td>-</td> </tr> <tr> <td>Ramp</td> <td>68304 KG</td> <td>89400 KG</td> <td>Forward hold 2</td> <td>-</td> <td>-</td> </tr> <tr> <td>Taxi fuel</td> <td>300 KG</td> <td></td> <td>Aft hold 3</td> <td>-</td> <td>-</td> </tr> <tr> <td>Take-off fuel</td> <td>8680 KG</td> <td></td> <td>Aft hold 4</td> <td>747 KG</td> <td>CRSB: 42/0/0/0</td> </tr> <tr> <td>Take-off</td> <td>68004 KG</td> <td>89000 KG</td> <td>25.1</td> <td>Aft hold 5</td> <td>-</td> </tr> <tr> <td>Trip fuel</td> <td>4900 KG</td> <td></td> <td>Total cargo</td> <td>747 KG</td> <td>CRSB: 42/0/0/0</td> </tr> <tr> <td>Landing fuel</td> <td>3780 KG</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Landing</td> <td>63104 KG</td> <td>77800 KG</td> <td>26.2</td> <td>Main tanks</td> <td>8980 KG</td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td>Total fuel</td> <td>8980 KG</td> <td>Ballast: 0 KG</td> </tr> </tbody> </table> | Basic operating | 48397 KG | 21.0 | PAX section 1 | 2019 KG | MFCI: 13/12/1/0 | Crew | 545 KG | | PAX section 2 | 2826 KG | MFCI: 17/19/0/2 | Passengers | 10180 KG | | PAX section 3 | 2546 KG | MFCI: 17/15/0/0 | Cargo | 747 KG | 12837 KG | PAX section 4 | 2789 KG | MFCI: 13/22/3/0 | Payload | 10927 KG | 25403 KG | Total PAX | 10180 KG | MFCI: 60/68/4/2 | Zero fuel | 59324 KG | 73800 KG | 27.9 | | | Ramp fuel | 8980 KG | 19240 KG | Forward hold 1 | - | - | Ramp | 68304 KG | 89400 KG | Forward hold 2 | - | - | Taxi fuel | 300 KG | | Aft hold 3 | - | - | Take-off fuel | 8680 KG | | Aft hold 4 | 747 KG | CRSB: 42/0/0/0 | Take-off | 68004 KG | 89000 KG | 25.1 | Aft hold 5 | - | Trip fuel | 4900 KG | | Total cargo | 747 KG | CRSB: 42/0/0/0 | Landing fuel | 3780 KG | | | | | Landing | 63104 KG | 77800 KG | 26.2 | Main tanks | 8980 KG | | | | | | Total fuel | 8980 KG | Ballast: 0 KG | | | | | | | |
| Basic operating | 48397 KG | 21.0 | PAX section 1 | 2019 KG | MFCI: 13/12/1/0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Crew | 545 KG | | PAX section 2 | 2826 KG | MFCI: 17/19/0/2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Passengers | 10180 KG | | PAX section 3 | 2546 KG | MFCI: 17/15/0/0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cargo | 747 KG | 12837 KG | PAX section 4 | 2789 KG | MFCI: 13/22/3/0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Payload | 10927 KG | 25403 KG | Total PAX | 10180 KG | MFCI: 60/68/4/2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Zero fuel | 59324 KG | 73800 KG | 27.9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ramp fuel | 8980 KG | 19240 KG | Forward hold 1 | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ramp | 68304 KG | 89400 KG | Forward hold 2 | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Taxi fuel | 300 KG | | Aft hold 3 | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Take-off fuel | 8680 KG | | Aft hold 4 | 747 KG | CRSB: 42/0/0/0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Take-off | 68004 KG | 89000 KG | 25.1 | Aft hold 5 | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Trip fuel | 4900 KG | | Total cargo | 747 KG | CRSB: 42/0/0/0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Landing fuel | 3780 KG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Landing | 63104 KG | 77800 KG | 26.2 | Main tanks | 8980 KG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | Total fuel | 8980 KG | Ballast: 0 KG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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.