

FIA616 EDDM-LUKK | LOAD AND TRIM SHEET

Scheduled time of departure	Aircraft (Type A321 / SN 06376)	Type of Operation
18 OCT 2025 12:20 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
MIE SOB	POE / ROM / PRS / AGI / ALE	160 151 / 2 / 7	FAZLI D. 18 OCT 2025 08:16 Z	4600 / 4300 KG 8448 / 8900 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>1772 KG</td> <td>MFCI: 9/14/0/1</td> </tr> <tr> <td>Crew</td> <td>545 KG</td> <td></td> <td>PAX section 2</td> <td>5408 KG</td> <td>MFCI: 36/32/0/0</td> </tr> <tr> <td>Passengers</td> <td>11618 KG</td> <td></td> <td>PAX section 3</td> <td>4438 KG</td> <td>MFCI: 21/35/4/1</td> </tr> <tr> <td>Cargo</td> <td>860 KG</td> <td></td> <td>Total PAX</td> <td>11618 KG</td> <td>MFCI: 66/81/4/2</td> </tr> <tr> <td>Payload</td> <td>12478 KG</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Zero fuel</td> <td>61940 KG</td> <td>73800 KG</td> <td>29.8</td> <td>FWD1</td> <td>-</td> <td></td> </tr> <tr> <td>Ramp fuel</td> <td>8900 KG</td> <td>21228 KG</td> <td></td> <td>FWD2</td> <td>-</td> <td></td> </tr> <tr> <td>Ramp</td> <td>70840 KG</td> <td>93900 KG</td> <td></td> <td>AFT3</td> <td>860 KG</td> <td>CRSB: 46/0/0/0</td> </tr> <tr> <td>Taxi fuel</td> <td>300 KG</td> <td></td> <td></td> <td>AFT4</td> <td>-</td> <td></td> </tr> <tr> <td>Take-off fuel</td> <td>8600 KG</td> <td></td> <td></td> <td>AFT5</td> <td>-</td> <td></td> </tr> <tr> <td>Take-off</td> <td>70540 KG</td> <td>93500 KG</td> <td>26.9</td> <td>Total cargo</td> <td>860 KG</td> <td>CRSB: 46/0/0/0</td> </tr> <tr> <td>Trip fuel</td> <td>4966 KG</td> <td></td> <td></td> <td>Main tanks</td> <td>8900 KG</td> <td></td> </tr> <tr> <td>Landing fuel</td> <td>3634 KG</td> <td></td> <td></td> <td>Total fuel</td> <td>8900 KG</td> <td>Ballast: 0 KG</td> </tr> <tr> <td>Landing</td> <td>65574 KG</td> <td>77800 KG</td> <td>28.2</td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	Basic operating	49462 KG	21.5	PAX section 1	1772 KG	MFCI: 9/14/0/1	Crew	545 KG		PAX section 2	5408 KG	MFCI: 36/32/0/0	Passengers	11618 KG		PAX section 3	4438 KG	MFCI: 21/35/4/1	Cargo	860 KG		Total PAX	11618 KG	MFCI: 66/81/4/2	Payload	12478 KG					Zero fuel	61940 KG	73800 KG	29.8	FWD1	-		Ramp fuel	8900 KG	21228 KG		FWD2	-		Ramp	70840 KG	93900 KG		AFT3	860 KG	CRSB: 46/0/0/0	Taxi fuel	300 KG			AFT4	-		Take-off fuel	8600 KG			AFT5	-		Take-off	70540 KG	93500 KG	26.9	Total cargo	860 KG	CRSB: 46/0/0/0	Trip fuel	4966 KG			Main tanks	8900 KG		Landing fuel	3634 KG			Total fuel	8900 KG	Ballast: 0 KG	Landing	65574 KG	77800 KG	28.2										
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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.