

FIA616 EDDM-LUKK | LOAD AND TRIM SHEET

Scheduled time of departure	Aircraft (Type A320 / SN 5581)	Type of Operation
22 OCT 2025 12:15 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
PAI SIR	MUN / BRD / ANA / LUR	121 114 / 1 / 6	TORGAI N. 22 OCT 2025 01:56 Z	4400 / 3580 KG 7489 / 7980 KG		

Load envelope	Load summary	Weight	Max.	%MAC	Load distribution	Weight	Load details																																																																																														
	<table> <tbody> <tr> <td>Basic operating</td> <td>43031 KG</td> <td>27.5</td> <td>PAX section 1</td> <td>1754 KG</td> <td>MFCI: 8/15/0/0</td> </tr> <tr> <td>Crew</td> <td>470 KG</td> <td></td> <td>PAX section 2</td> <td>3790 KG</td> <td>MFCI: 20/29/0/0</td> </tr> <tr> <td>Passengers</td> <td>8614 KG</td> <td></td> <td>PAX section 3</td> <td>3070 KG</td> <td>MFCI: 15/23/4/1</td> </tr> <tr> <td>Cargo</td> <td>708 KG</td> <td></td> <td>Total PAX</td> <td>8614 KG</td> <td>MFCI: 43/67/4/1</td> </tr> <tr> <td>Payload</td> <td>9322 KG</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Zero fuel</td> <td>52353 KG</td> <td>61000 KG</td> <td>32.9</td> <td>FWD1</td> <td>708 KG</td> <td>CRSB: 39/0/0/0</td> </tr> <tr> <td>Ramp fuel</td> <td>7980 KG</td> <td>18970 KG</td> <td></td> <td>AFT3</td> <td>-</td> <td>-</td> </tr> <tr> <td>Ramp</td> <td>60333 KG</td> <td>77400 KG</td> <td></td> <td>AFT4</td> <td>-</td> <td>-</td> </tr> <tr> <td>Taxi fuel</td> <td>200 KG</td> <td></td> <td></td> <td>AFT5</td> <td>-</td> <td>-</td> </tr> <tr> <td>Take-off fuel</td> <td>7780 KG</td> <td></td> <td></td> <td>Total cargo</td> <td>708 KG</td> <td>CRSB: 39/0/0/0</td> </tr> <tr> <td>Take-off</td> <td>60133 KG</td> <td>77000 KG</td> <td>30.8</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Trip fuel</td> <td>4623 KG</td> <td></td> <td></td> <td>Main tanks</td> <td>7980 KG</td> <td></td> </tr> <tr> <td>Landing fuel</td> <td>3157 KG</td> <td></td> <td></td> <td>Total fuel</td> <td>7980 KG</td> <td>Ballast: 0 KG</td> </tr> <tr> <td>Landing</td> <td>55511 KG</td> <td>64500 KG</td> <td>33.1</td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	Basic operating	43031 KG	27.5	PAX section 1	1754 KG	MFCI: 8/15/0/0	Crew	470 KG		PAX section 2	3790 KG	MFCI: 20/29/0/0	Passengers	8614 KG		PAX section 3	3070 KG	MFCI: 15/23/4/1	Cargo	708 KG		Total PAX	8614 KG	MFCI: 43/67/4/1	Payload	9322 KG					Zero fuel	52353 KG	61000 KG	32.9	FWD1	708 KG	CRSB: 39/0/0/0	Ramp fuel	7980 KG	18970 KG		AFT3	-	-	Ramp	60333 KG	77400 KG		AFT4	-	-	Taxi fuel	200 KG			AFT5	-	-	Take-off fuel	7780 KG			Total cargo	708 KG	CRSB: 39/0/0/0	Take-off	60133 KG	77000 KG	30.8				Trip fuel	4623 KG			Main tanks	7980 KG		Landing fuel	3157 KG			Total fuel	7980 KG	Ballast: 0 KG	Landing	55511 KG	64500 KG	33.1										
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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.