

FIA5616 EDDM-LUKK | LOAD AND TRIM SHEET

Scheduled time of departure	Aircraft (Type A320 / SN 05840)	Type of Operation
14 APR 2026 06:10 Z	ER00008 / PAX FLT PANTRY A	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
NED DOS	DIN / AGI / PRS / BEP	143 134 / 3 / 6	SATIGHIN V. 14 APR 2026 00:35 Z	3900 / 3610 KG 7056 / 7510 KG		

Load envelope	Load summary	Weight	Max.	%MAC	Load distribution	Weight	Load details
<p>The graph plots weight in kg against %MAC. Key points include: Max. TOW at ~69600 kg (34.4% MAC), Max. LDW at ~62200 kg (34.4% MAC), Max. ZFW at ~62200 kg (34.4% MAC), BOW at ~40000 kg (30% MAC), Take-off at ~62059 kg (32.4% MAC), and Landing at ~57760 kg (34.5% MAC).</p>	Basic operating	44208 KG		28.5	PAX section 1	685 KG	MFCI: 5/3/1/0
	Crew	470 KG			PAX section 2	2070 KG	MFCI: 10/16/2/1
	Passengers	10034 KG			PAX section 3	2456 KG	MFCI: 12/20/0/0
	Cargo	507 KG	9505 KG		PAX section 4	3508 KG	MFCI: 16/30/0/1
	Payload	10541 KG	18292 KG		PAX section 5	1315 KG	MFCI: 5/11/3/1
	Zero fuel	54749 KG	62500 KG	34.4	Total PAX	10034 KG	MFCI: 48/80/6/3
	Ramp fuel	7510 KG	18695 KG		Forward hold 1	507 KG	CRSB: 31/0/0/0
	Ramp	62259 KG	77400 KG		Aft hold 3	-	-
	Taxi fuel	200 KG			Aft hold 4	-	-
	Take-off fuel	7310 KG			Bulk hold 5	-	-
Take-off	62059 KG	77000 KG	32.4	Total cargo	507 KG	CRSB: 31/0/0/0	
Trip fuel	4299 KG			Main tanks	7510 KG		
Landing fuel	3011 KG			Total fuel	7510 KG	Ballast: 0 KG	
Landing	57760 KG	66000 KG	34.5				

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.