

FIA616 EDDM-LUKK | LOAD AND TRIM SHEET

Scheduled time of departure	Aircraft (Type A320 / SN)	Type of Operation
11 DEC 2024 10:00 Z	ER00010 / 2/6 56.6 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
YUS BUS	GIN / MAE / MOA / BUV / MAC DMI	144 131 / 5 / 8	TORGAI N. 11 DEC 2024 04:20 Z	0 / 0 KG 8367 / 14500 KG		

Load envelope	Load summary	Weight	Max.	%MAC	Load distribution	Weight	Load details																																																																															
	<table> <tbody> <tr> <td>Basic operating</td> <td>42632 KG</td> <td>28.7</td> <td>PAX section 1</td> <td>238 KG</td> <td>MFCI: 2/1/0/0</td> </tr> <tr> <td>Crew</td> <td>0 KG</td> <td></td> <td>PAX section 2</td> <td>2058 KG</td> <td>MFCI: 12/13/4/0</td> </tr> <tr> <td>Passengers</td> <td>9513 KG</td> <td></td> <td>PAX section 3</td> <td>2394 KG</td> <td>MFCI: 11/20/2/2</td> </tr> <tr> <td>Cargo</td> <td>581 KG</td> <td>7742 KG</td> <td>PAX section 4</td> <td>3150 KG</td> <td>MFCI: 20/20/2/1</td> </tr> <tr> <td>Payload</td> <td>10094 KG</td> <td>19868 KG</td> <td>PAX section 5</td> <td>1673 KG</td> <td>MFCI: 12/7/5/2</td> </tr> <tr> <td>Zero fuel</td> <td>52726 KG</td> <td>62500 KG</td> <td>Total PAX</td> <td>9513 KG</td> <td>MFCI: 57/61/13/5</td> </tr> <tr> <td>Ramp fuel</td> <td>14500 KG</td> <td>19005 KG</td> <td>Forward 1</td> <td>581 KG</td> <td>CRSB: 32/0/0/0</td> </tr> <tr> <td>Ramp</td> <td>67226 KG</td> <td>78400 KG</td> <td>Aft 3</td> <td>-</td> <td>-</td> </tr> <tr> <td>Take-off</td> <td>67026 KG</td> <td>78000 KG</td> <td>Aft 4</td> <td>-</td> <td>-</td> </tr> <tr> <td>Trip fuel</td> <td>5260 KG</td> <td></td> <td>Aft 5</td> <td>-</td> <td>-</td> </tr> <tr> <td>Taxi fuel</td> <td>200 KG</td> <td></td> <td>Total cargo</td> <td>581 KG</td> <td>CRSB: 32/0/0/0</td> </tr> <tr> <td>Landing fuel</td> <td>9040 KG</td> <td></td> <td>Main tanks</td> <td>14500 KG</td> <td></td> </tr> <tr> <td>Landing</td> <td>61766 KG</td> <td>64500 KG</td> <td>Total fuel</td> <td>14500 KG</td> <td>Ballast: 0 KG</td> </tr> </tbody> </table>	Basic operating	42632 KG	28.7	PAX section 1	238 KG	MFCI: 2/1/0/0	Crew	0 KG		PAX section 2	2058 KG	MFCI: 12/13/4/0	Passengers	9513 KG		PAX section 3	2394 KG	MFCI: 11/20/2/2	Cargo	581 KG	7742 KG	PAX section 4	3150 KG	MFCI: 20/20/2/1	Payload	10094 KG	19868 KG	PAX section 5	1673 KG	MFCI: 12/7/5/2	Zero fuel	52726 KG	62500 KG	Total PAX	9513 KG	MFCI: 57/61/13/5	Ramp fuel	14500 KG	19005 KG	Forward 1	581 KG	CRSB: 32/0/0/0	Ramp	67226 KG	78400 KG	Aft 3	-	-	Take-off	67026 KG	78000 KG	Aft 4	-	-	Trip fuel	5260 KG		Aft 5	-	-	Taxi fuel	200 KG		Total cargo	581 KG	CRSB: 32/0/0/0	Landing fuel	9040 KG		Main tanks	14500 KG		Landing	61766 KG	64500 KG	Total fuel	14500 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.