

FIA616 EDDM-LUKK | LOAD AND TRIM SHEET

Scheduled time of departure	Aircraft (Type A321 / SN)	Type of Operation
16 NOV 2024 13:30 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
GOE COS	RUC / BRD / CAC / REE / BUN	132 123 / 2 / 7	TORGAI N. 16 NOV 2024 08:38 Z	7300 / 9347 KG 8736 / 16647 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>1141 KG</td> <td>MFCI: 7/7/1/0</td> </tr> <tr> <td>Crew</td> <td>545 KG</td> <td></td> <td>PAX section 2</td> <td>3143 KG</td> <td>MFCI: 21/18/1/0</td> </tr> <tr> <td>Passengers</td> <td>9356 KG</td> <td></td> <td>PAX section 3</td> <td>2457 KG</td> <td>MFCI: 14/16/3/2</td> </tr> <tr> <td>Cargo</td> <td>790 KG</td> <td>12837 KG</td> <td>PAX section 4</td> <td>2615 KG</td> <td>MFCI: 15/17/3/0</td> </tr> <tr> <td>Payload</td> <td>10146 KG</td> <td>25403 KG</td> <td>Total PAX</td> <td>9356 KG</td> <td>MFCI: 57/58/8/2</td> </tr> <tr> <td>Zero fuel</td> <td>58543 KG</td> <td>73800 KG</td> <td>29.4</td> <td></td> <td></td> </tr> <tr> <td>Ramp fuel</td> <td>16647 KG</td> <td>18879 KG</td> <td>Forward hold 1</td> <td>-</td> <td>-</td> </tr> <tr> <td>Ramp</td> <td>75191 KG</td> <td>89400 KG</td> <td>Forward hold 2</td> <td>-</td> <td>-</td> </tr> <tr> <td>Take-off</td> <td>74791 KG</td> <td>89000 KG</td> <td>Aft hold 2</td> <td>790 KG</td> <td>CRSB: 50/0/0/0</td> </tr> <tr> <td>Trip fuel</td> <td>5383 KG</td> <td></td> <td>Aft hold 4</td> <td>-</td> <td>-</td> </tr> <tr> <td>Taxi fuel</td> <td>400 KG</td> <td></td> <td>Aft hold 5</td> <td>-</td> <td>-</td> </tr> <tr> <td>Landing fuel</td> <td>10864 KG</td> <td></td> <td>Total cargo</td> <td>790 KG</td> <td>CRSB: 50/0/0/0</td> </tr> <tr> <td>Landing</td> <td>69408 KG</td> <td>77800 KG</td> <td>28.0</td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td>Main tanks</td> <td>16647 KG</td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td>Total fuel</td> <td>16647 KG</td> <td>Ballast: 0 KG</td> </tr> </tbody> </table>	Basic operating	48397 KG	21.0	PAX section 1	1141 KG	MFCI: 7/7/1/0	Crew	545 KG		PAX section 2	3143 KG	MFCI: 21/18/1/0	Passengers	9356 KG		PAX section 3	2457 KG	MFCI: 14/16/3/2	Cargo	790 KG	12837 KG	PAX section 4	2615 KG	MFCI: 15/17/3/0	Payload	10146 KG	25403 KG	Total PAX	9356 KG	MFCI: 57/58/8/2	Zero fuel	58543 KG	73800 KG	29.4			Ramp fuel	16647 KG	18879 KG	Forward hold 1	-	-	Ramp	75191 KG	89400 KG	Forward hold 2	-	-	Take-off	74791 KG	89000 KG	Aft hold 2	790 KG	CRSB: 50/0/0/0	Trip fuel	5383 KG		Aft hold 4	-	-	Taxi fuel	400 KG		Aft hold 5	-	-	Landing fuel	10864 KG		Total cargo	790 KG	CRSB: 50/0/0/0	Landing	69408 KG	77800 KG	28.0						Main tanks	16647 KG					Total fuel	16647 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.