ANNUAL EMISSIONS REPORT FOR AIRCRAFT OPERATORS

Used for combined reporting under the EU ETS, the Swiss ETS and ICAO CORSIA

CONTENTS

Reporting year:	2020

Information about this report:

This Annual Emissions Report was submitted by:	"BULGARIAN AIR CHARTER"
Unique Identifier of the aircraft operator (CRCO No.):	27538
Version number of this emission report	1
Version number of the latest approved monitoring plan:	6
This emission report is used for CORSIA:	TRUE

Total emissions of the aircraft operator from flights reportable under the EU ETS: *This is the amount of allowances to be surrendered by the aircraft operator, as calculated in section 5(c). This figure should only include emissions to be reported under the EU ETS, i.e. relate to the reduced scope.*	**11 959 t CO2**
Memo-Item: Total (sustainable) biomass emissions	*0 t CO2*
Memo-Item: Total non-sustainable biomass emissions	*0 t CO2*

Total emissions of the aircraft operator from flights reportable under the CH ETS (Swiss ETS): *This is the amount of allowances to be surrendered by the aircraft operator for compliance under the CH ETS, as calculated in section 5(d).*	**0 t CO2**
Memo-Item: Total (sustainable) biomass emissions	*0 t CO2*
Memo-Item: Total non-sustainable biomass emissions	*0 t CO2*

Emissions of the aircraft operator from international flights covered by CORSIA:	
Total emissions from international flights:	*13 058 t CO2*

If your competent authority requires you to hand in a signed paper copy of the monitoring plan, please use the space below for signature:

29.03.2021
Date

APIK GARABEDIAN
CEO
Name and Signature of legally responsible person

Template version information:

Template provided by:	European Commission
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Ověřovací orgán Verification body G 3103 VERIFIKACE CZ

GENERAL INFORMATION ABOUT THIS REPORT

1 Reporting Year and Scope

(a) Reporting year: 2020

This is the year in which the reported aviation activities took place, i.e. 2013 for the report which you submit by 31 March 2014.

(b) Version number of this emission report: 1

This should be a natural number (starting from 1) helping the verifier and competent authority to identify the version of the report verified.

(c) Language in which this report is filled: English

For performing automated checks on the data reported, it is important that the complete report is filled consistently in one language (which may deviate from the template's language). Please confirm here the language in which you have filled the report.

(d) Has the Art. 28a(6) derogation been used? FALSE

In accordance with Article 28a(6) of the EU ETS Directive, aircraft operators emitting less than 25 000 tonnes of CO2 per year, related to the full scope of the EU ETS, or emiting less than 3 000 tCO2 per year under the reduced scope, both commercial and non-commercial, can choose an alternative to verification by an independent verifier.

Note that for the purposes of the EU ETS, the threshold applies to the sum of all flights within EEA, outgoing from EEA and incoming to EEA, including those incoming from Switzerland.

The alternative involves determining their emissions by using the small emitters tool approved under Commission Regulation No 606/2010. In such cases, data used for determining emissions must originate from Eurocontrol. As a result, aircraft operators taking advantage of this simpler method need to use data populated by Eurocontrol with data from its ETS support facility, without any modification.

Scope: EU ETS and/or CORSIA:

Note: If this section is kept empty, it is automatically assumed that this report is filled for EU ETS only.

If you have an obligation under CORSIA to the same country as under the EU ETS, you should fill in the sections of this template which are marked as relating to ICAO's market based mechanism CORSIA (indicated by a light blue frame).
In line with paragraph 1.2 of the CORSIA SARPs, the aircraft operator is attributed to the state according to its ICAO designator, if applicable, or to the state that issued the AOC, or the place of juridical registration.
An obligation under CORSIA is given only if you are producing annual CO2 emissions greater than 10,000 tonnes from international flights conducted by aeroplanes with a maximum certificated take-off mass greater than 5,700 kg from 1 January 2019, with the exception of humanitarian, medical and firefighting flights.
If for CORSIA purposes you are attributed to another country, you have to report the data relevant for CORSIA to that country. Therefore please get in touch with the relevant competent authority of that country for further instructions on the need to deliver an annual emissions report.

(e) Please confirm if you want to use this emission report for CORSIA: TRUE

(f) Are you required to comply with CORSIA in another state?

(g) Please confirm to which other state you will report under CORSIA:

Some aircraft operators have an obligation under CORSIA only, i.e. no obligation under the EU ETS. If you are filling this emissions report for CORSIA purposes only, please confirm below that this is the case.

(h) Please confirm if you have an obligation under the EU ETS: TRUE

2 Identification of the Aircraft Operator

(a) Please enter the name of the aircraft operator: BULGARIAN AIR CHARTER

This name should be the legal entity carrying out the aviation activities defined in Annex I of the EU ETS Directive.

(b) Unique Identifier as stated in the Commission's list of aircraft operators: 27538

This identifier can be found on the list published by the Commission pursuant to Article 18a(3) of the EU ETS Directive.If the aircraft operator is not yet listed, please state "NA" (not applicable).

(c) If different to the name given in 2(a), please also enter the name of the aircraft operator as it appears on the Commission's list of operators:

The name of the aircraft operator on the list pursuant to Article 18a(3) of the EU ETS Directive may be different to the actual aircraft operator's name entered in 2(a) above.Keep empty, if not applicable.

(d) Please enter the unique ICAO designator used in the call sign for Air Traffic Control (ATC) purposes, where available: BUC

The ICAO designator should be that specified in box 7 of the ICAO flight plan (excluding the flight identification) as specified in ICAO document 8585. If you do not specify an ICAO designator in flight plans, please select "n.a." from the drop-down list and proceed to 2(e).

(e) ~~Where a unique ICAO designator for ATC purposes is not available, please provide the aircraft registration markings used in the call sign for ATC purposes for the aircraft you operate.~~

~~If a unique ICAO designator is not available, enter the identification for ATC purposes (tail numbers) of all the aircraft you operate as used in box 7 of the flight plan. Please separate each registration with a semicolon (";"). Otherwise enter "n.a." and proceed.~~

(f) Please enter the administering Member State of the aircraft operator Bulgaria

pursuant to Art. 18a of the Directive.

(g) Competent authority in this Member State: Environment Agency

In some Member States there is more than one Competent Authority dealing with the EU ETS for aircraft operators. Please enter the name of the appropriate authority, if applicable. Otherwise choose "n.a.".

(h) Please enter the number and issuing authority of the Air Operator Certificate (AOC) and Operating Licence granted by a Member State if available:

If you don't find the appropriate name of the issueing authority in the drop-down list, you can enter ist name like in a normal text field.

Air Operator Certificate:	BG 06
AOC Issuing authority:	Bulgaria - Civil Aviation Administration
Operating Licence:	BG 1008-32

Issuing authority:	Bulgaria - Civil Aviation Administration

(i) Please enter the address of the aircraft operator, including postcode and country:

Address Line 1	35 Pavel Krasov Str.
Address Line 2	
City	Sofia
State/Province/Region	Gorubliane
Postcode/ZIP	1138
Country	Bulgaria
Telephone Number:	359 2 978 76 76
Email address	office@bgaircharter.com

(j) Who can we contact about your annual emission report?

It will help the competent authority to have someone who they can contact directly with any questions about your report. The person you name should have the authority to act on your behalf. This may be an agent acting on behalf of the aircraft operator.

Title:	Mrs
First Name:	Borislava
Surname:	Kancheva
Job title:	Greenhouse gas emission specialist
Organisation name (if acting on behalf of the aircraft operator):	
Telephone number:	359 888 129 045
Email address:	b.kancheva@bgaircharter.com

(k) Please provide an address for receipt of correspondence

You must provide an address for receipt of notices or other documents under or in connection with the EU Greenhouse Gas Emissions Trading Scheme. Please provide an electronic address and a postal address within the administering Member State.

Title:	Mrs
First Name:	Borislava
Surname:	Kancheva
Email address:	b.kancheva@bgaircharter.com
Telephone number:	359 888 129 045
Address Line 1:	35 Pavel Krasov Str.
Address Line 2:	
City:	Sofia
State/Province/Region:	Gorubliane
Postcode/ZIP:	1138
Country:	Bulgaria

(l) Legal representative of the aircraft operator

Please provide contact information of a representative who is legally responsible for the aircraft operator, for the purpose of compliance with the EU ETS, or CORSIA rules, as applicable.

Title:	Mr
First Name:	Apik
Surname:	Garabedian
Email address:	garabedian@bgaircharter.com
Telephone number:	359 887 259 039
Address Line 1:	35 Pavel Krasov Str.
Address Line 2:	
City:	Sofia
State/Province/Region:	Gorubliane
Postcode/ZIP:	1138
Country:	Bulgaria

3 Identification of the verifier

In accordance with Article 28a(6) of the EU ETS Directive, aircraft operators emitting less than 25 000 tonnes of CO2 per year, related to the full scope of the EU ETS, or emiting less than 3 000 tCO2 per year under the reduced scope, both commercial and non-commercial, can choose an alternative to verification by an independent verifier.

The alternative involves determining their emissions by using the small emitters tool approved under Commission Regulation No 606/2010. In such cases, data used for determining emissions must originate from Eurocontrol. As a result, aircraft operators taking advantage of this simpler method need to use data populated by Eurocontrol with data from its ETS support facility, without any modification.

Where small emitters make use of this simplification, this section can be left empty.

(a) Name and address of the verifier of your annual emission report

Company Name:	VERIFIKACE CZ s.r.o.
Address Line 1:	1 Evlogi Georgiev Str.
Address Line 2:	
City:	Plovdiv
State/Province/Region:	
Postcode/ZIP:	4000
Country:	Bulgaria

(b) Contact person for the accredited verifier:

It will help the competent authority to have someone who they can contact directly with any questions about verification of your report. The person you name should be familiar with this report.

Title:	Mr
First Name:	Pavel
Surname:	Vraštil
Email address:	vrastil@verifikace.cz
Telephone number:	420-777-603-592

(c) Information about the verifier's accreditation:

Note that pursuant to Article 54(2) of the "AVR" (Accreditation and Verification Regulation; Commission Implementing Regulation (EU) 2018/2067), a Member State may choose to entrust certification of natural persons as verifiers to a national authority other than the national accreditation body.

In such cases, "accreditation" should be read as "certification", and "accreditation body" as "national authority".

Member State where accreditation has been granted:	Czechia
Registration number issued by the accreditation body:	3185

The availability of such registration information may depend on the accrediting Member State's practice of accreditation of verifiers.

EMISSION DATA OVERVIEW

4 Information about the monitoring plan

Note: it is assumed, that one joint monitoring plan for the EU ETS, the CH ETS and CORSIA is used.

(a) Version number of the latest approved monitoring plan: 8

(b) Date of approval of the used monitoring plan: 22.8.2019

(c) Have there been any deviations from your approved monitoring plan during the reporting year? FALSE

(d) ~~If you have answered "True", please describe all relevant changes in the operations and all deviations from your approved monitoring plan, providing information about each deviation and the consequence for the calculation of annual emissions.~~

5 Total emissions in EU ETS and CH ETS

For limiting administrative burden, this sections (a) and (b) should cover emissions of both systems, EU ETS and CH ETS.

(a) Total number of flights in the reporting year:

(a).i	Total number of flights in the reporting year covered by the EU ETS:	726
(a).ii	Total number of flights in the reporting year covered by the CH ETS:	
(a).iii	**Total number of flights in the reporting year covered by an ETS:**	726

(b) Properties of the fuels used:

Please provide here the calculation factors needed for describing each fuel's properties for calculating the emissions. Input is required only if you are using other fuels than the standard fuels already defined. Please note:

preliminary EF	*The „preliminary emission factor" is the assumed total emission factor of a mixed fuel or material based on the total carbon content composed of biomass fraction and fossil fraction before multiplying it with the fossil fraction to result in the emission factor. For Aviation, the EF is usually reported as t CO2/t.*
NCV	*Net calorific value. Proxy data is to be reported for completeness purposes. In this template it is not used for emission calculation.*
biomass content (sustainable)	*For fuels which contain biomass, compliance with the sustainability criteria pursuant to the RES Directive has to be demonstrated (see guidance document no. 2) in order to assign an emission factor of zero to the biomass. Please enter here the percentage of biomass (% of the carbon content) contained in the fuel, which is demonstrated to comply with the sustainability criteria. This amount is used for calculating the fossil and biomass emissions under point (c).*
biomass content (non-sustainable)	*Please enter here the percentage of biomass (% of the carbon content) contained in the fuel which cannot be demonstrated to comply with the sustainability criteria. This biomass is treated like fossil material, i.e. it contributes to fossil emissions under point (c), but is also presented as a separate memo-item.*

Note: If you use a biofuel or mixed fuel, for which the sustainability criteria are demonstrated only for a part of the annual used quantity, you have to define two different fuels here, one with sustainable biomass and one with non-sustainable biomass.

Fuel No.	Name of fuel	preliminary EF [t CO2 / t fuel]	NCV [GJ/t]	biomass content (sustainable) [%]	biomass content (non-sustainable) [%]
1	Jet kerosene (Jet A1 or Jet A)	**3,15**	*44,10*	0,00	0,00
2	Jet gasoline (Jet B)	**3,10**	*44,30*	0,00	0,00
3	Aviation gasoline (AvGas)	**3,10**	*44,30*	0,00	0,00
4					
5					
6					
7					
8					
9					
10					
11					
12					

If required, you may add further fuels by inserting rows above this one. This is best done by inserting a copied row.

(b1) Further information on alternative fuels:

Please provide important information related to the biomass content of alternative fuels used here. Life cycle emissions should be calculated according to the methods provided by the Renewable Energy Directive (RED).

Note that here only biofuels used for EU ETS purposes are to be listed. "CORSIA eligible fuels", if applicable, are to be reported in section (12)(b1) of this template.

Fuel No.	Name of fuel	Fuel type	Feedstock	Conversion process	Life cycle emissions
4					
5					
6					
7					
8					
9					
10					
11					
12					

If required, you may add further fuels by inserting rows above this one. This is best done by inserting a copied row.

(c) Fuel consumption and emissions in the EU ETS

Here you have to enter the quantity of each fuel used in the reporting year (also referred to as "activity data"). The emissions and the biomass-related memo-items are calculated automatically using the calculation factors defined under point (b).

(final) EF	*This is calculated from the preliminary emission factor and the sustainable biomass content (where the sustainable biomass content is zero-rated).*

fuel consumption	*Please enter here the total fuel consumption of each fuel in tonnes in the reporting year. Please note that this figure should only include fuel consumption to be reported under the EU ETS, i.e. relate to the reduced scope.*
CO2 emissions [t CO2]	*This is the amount of "fossil" emissions (including emissions from biomass for which no evidence for compliance with the sustainability criteria has been provided). It is identical to the emissions for which allowances are to be surrendered.*
CO2 from sustainable biomass	*This figure shows as a memo-item the emissions from sustainable biomass.*
CO2 from non-sustainable biomass	*This figure shows as a memo-item the emissions from non-sustainable biomass. Note that these emissions are part of the "fossil" emissions and do not need to be added once more.*

Fuel No.	Name of fuel	(final) EF [t CO2 / t fuel]	fuel consumption [tonnes]	CO2 emissions [t CO2]	CO2 from sustainable biomass	CO2 from non-sustainable biomass
1	Jet kerosene (Jet A1 or Jet A)	3,15	3 796,57	11 959	0	0
2	Jet gasoline (Jet B)	3,10				
3	Aviation gasoline (AvGas)	3,10				
4						
5						
6						
7						
8						
9						
10						
11						
12						

If required, you may add further fuels by inserting rows above this one. This is best done by inserting a copied row. However, formulae will need corrections!

Total CO2 emissions (EU ETS) in the reporting year:	**11 959**	
IMPORTANT NOTE: This total emissions figure is considered the correct figure for the annual emissions. If aggregation in the sheet "Emissions Data" or in the Annex deviates from this figure, make sure that the data in all tables is consistent. **This figure should only include emissions to be reported under the EU ETS, i.e. relate to the reduced scope.**		
Memo Item: Sustainable biomass:	0	
Memo Item: Non-sustainable biomass:		0

(d) Fuel consumption and emissions in the CH ETS

For instructions on filling this section see above under section (c).

Fuel No.	Name of fuel	(final) EF [t CO2 / t fuel]	fuel consumption [tonnes]	CO2 emissions [t CO2]	CO2 from sustainable biomass	CO2 from non-sustainable biomass
1	Jet kerosene (Jet A1 or Jet A)	3,15				
2	Jet gasoline (Jet B)	3,10				
3	Aviation gasoline (AvGas)	3,10				
4						
5						
6						
7						
8						
9						
10						
11						
12						

If required, you may add further fuels by inserting rows above this one. This is best done by inserting a copied row. However, formulae will need corrections!

Total CO2 emissions (CH ETS) in the reporting year:	**0**	
IMPORTANT NOTE: This total emissions figure is considered the correct figure for the annual emissions. If aggregation in the sheet "Emissions Data" or in the Annex deviates from this figure, make sure that the data in all tables is consistent. **This figure should only include emissions to be reported under the CH ETS.**		
Memo Item: Sustainable biomass:	0	
Memo Item: Non-sustainable biomass:		0

6 Use of simplified procedures

For limiting administrative burden, this sections (a) to (f) should cover emissions of both systems, EU ETS and CH ETS.

(a) **Have you been using the simplified approach allowed for small emitters pursuant to Article 54(2) of the MRR?**

~~*Small emitters are aircraft operators which operate fewer than 243 flights per period for three consecutive four-month periods and aircraft operators with total annual emissions lower than 25,000 t/ CO2 per year, related to the EU ETS full scope.*~~

~~*Note that for the purposes of the EU ETS, the threshold applies to the sum of all flights within EEA, outgoing from EEA and incoming to EEA, including those incoming from Switzerland.*~~

FALSE

(b) ~~**Please report the total number of full scope flights covered by the EU ETS in each four-month period during the reporting year for which you are the aircraft operator:**~~

~~*The local time of departure of the flight determines in which four-month period that flight shall be taken into account.*~~

Four-month period	Number of flights
January to April	
May to August	
September to December	
Total:	**0**

(c) **Total emissions in the reporting year:**

Please enter here the total emissions related to the full scope. 11 969 t CO2

(d) **Confirmation of eligibility for simplified approach:**

~~***Note: If you are using the simplified approach for small emitters, but have exceeded the applicable threshold (which is indicated here by the message "not eligible"), the following consequences apply in accordance with Article 54(4) of the MRR:***~~

~~*The aircraft operator shall notify the competent authority thereof without undue delay and submit a significant modification of the monitoring plan within the meaning of point (vi) of Article 15(4)(a) to the competent authority for approval.*~~

~~*However, the aircraft operator may continue to use the simplified approach provided that that aircraft operator demonstrates to the satisfaction of the competent authority that the thresholds have not already been exceeded within the past five reporting periods and will not be exceeded again from the following reporting period onwards.*~~

(e) ~~**Please specify which fuel consumption estimation tool you have used:**~~

(f) ~~**If you have chosen "Other" under point (e) above, which one?**~~

If you use this report for CORSIA purposes, please confirm here if you are using an applicable emission estimation tool:

(g) **An emission estimation tool was used for all emissions under CORSIA:** FALSE

(h) **An emission estimation tool was used only for emissions without offsetting requirements:**

This option is only relevant for emissions taking place from 2021 onwards.

7 Approach for data gaps

For limiting administrative burden, this sections (a) and (b) should cover emissions of both systems, EU ETS and CH ETS. Data gaps relevant for CORSIA can be included, too.

(a) **List of data gaps occurred and method of determining surrogate data**

In accordance with Article 65(2) of the MRR data gaps must be closed by a method defined in the monitoring plan, or if this is not possible, by using a tool which may be used for the small emitters approach.

Please specify here the data gaps occurred, how surrogate data was determined, and the amount of emissions according to the surrogate data. Note that these data are NOT added to the emissions given in section 5 and/or 12 (if relevant), but must be included in the data in those sections.

The table should be filled as follows:

Reference	*Here the data gap should be specified, either by referencing the aircraft, aerodrome, flight numbers etc. for which the data gap occurred, and/or the start and end date of the period where the gap occurred.*
Reason	*Please describe here the reason why the data gap occurred.*
Type	*Please describe here the type of data gap, such as "density measurement not available", "fuel uplift not available", "flights missing activity list", etc.*
Replacement method	*please indicate the method of determining surrogate data, by referencing the procedure in your monitoring plan, or by "small emitter tool" etc.*
Emissions	*Please give here the amount of emissions which are affected by the data gap. This figure must be INCLUDED in section 5 and/or section 12 depending on the type.*

Reference	Reason	Type	Replacement method	Emissions
end	end	end	end	end

If required, you may add further rows above the "end" markers by inserting rows above this one. This is best done by inserting a copied row.

(b) **Percentage of EU/CH ETS flights for which data gaps occurred (rounded to nearest 0.1%)**

(c) **Percentage of international (CORSIA) flights for which data gaps occurred (rounded to nearest 0.1%)**

Note: If unclear in the table above, whether data gaps apply to EU ETS, CH ETS, CORSIA, or more than one data set, please add relevant information in the table, e.g. by specifying it in the "type" column.

EMISSION DATA PER COUNTRY AND FUEL – EU ETS

8 Detailed emissions data – EU ETS

(a) The following table is used for control purposes only. Please make sure that the totals are consistent with the result of section 5(c). The following sections (b) and (c) should be filled without any double counting of emissions.

Note: You can add more columns if you use more fuels, and more rows if you have to enter more country pairs. If you add additional cells, and/or copy and paste data from another program or worksheet, you have to add the appropriate calculation formulas and check the correctness of existing formulas. It is the full responsibility of the aircraft operator to check the correctness of calculations.

Note: Only fossil emissions are accounted for in this section. This includes biomass emissions for which sustainability criteria have not been proven.

		Emissions from each Fuel [t CO2]					TOTAL [t CO2]	Total number of flights
		Jet kerosene (jet A1 or jet A)	Jet gasoline (Jet B)	Aviation gasoline (AvGas)	*Alternative fuel 1*	*<add more fuels before this column>*		
A	Total aggregated CO2 emissions from all flights relating to the reduced scope of the EU ETS Directive (= B + C)	11 959	0	0	0	0	11 959	*726*
B	***of which departure MS is the same as arrival MS (domestic flights, =sum of section (b))***	695	0	0	0	0	695	*102*
C	***of which all other intra EEA flights***	11 264	0	0	0	0	11 264	*624*
D	*emissions from all flights departing from a Member State to another Member State (=sum of section (c))*	11 264	0	0	0	0	11 264	*624*

Please note that all figures should only include emissions to be reported under the EU ETS, i.e. relate to the reduced scope.

Total emissions entered in section 5(c):	11 959	t CO2
Difference to data given in this sheet:	-0	t CO2

(b) Aggregated CO2 emissions from all flights of which departure Member State is the same as arrival Member State (domestic flights):
Please complete the following table with the appropriate data for the reporting year. Note that the emission factors presented in section 5(b) MUST BE USED for calculating these emissions.

	Emissions from each Fuel [t CO2]					TOTAL [t CO2]	Total number of flights
Member State of departure and arrival	Jet kerosene (jet A1 or jet A)	Jet gasoline (Jet B)	Aviation gasoline (AvGas)	*Alternative fuel 1*	*<add more fuels before this column>*		
Austria						0	
Belgium						0	
Bulgaria	98					98	*16*
Croatia						0	
Cyprus						0	
Czechia						0	
Denmark	19					19	*4*
Estonia						0	
Finland						0	
France						0	
Germany	512					512	*75*
Greece						0	
Hungary						0	
Iceland						0	
Ireland						0	
Italy	66					66	*7*
Latvia						0	
Liechtenstein						0	
Lithuania						0	
Luxembourg						0	
Malta						0	
Netherlands						0	
Norway						0	
Poland						0	
Portugal						0	
Romania						0	
Slovakia						0	
Slovenia						0	
Spain						0	
Sweden						0	
United Kingdom						0	
Sum of domestic flights:	695	0	0	0	0	695	*102*

(c) Aggregated CO2 emissions from all flights departing from each Member State to another Member State or Switzerland:
Please complete the following table with the appropriate data for the reporting year. Note that the emission factors presented in section 5(b) MUST BE USED for calculating these emissions.

		Emissions from each Fuel [t CO2]					TOTAL [t CO2]	Total number of flights
Member State of departure	**State of arrival**	Jet kerosene (jet A1 or jet A)	Jet gasoline (Jet B)	Aviation gasoline (AvGas)	*Alternative fuel 1*	*<add more fuels before this column>*		
Austria	Bulgaria	12					12	*1*
Belgium	Bulgaria	18					18	*1*
Bulgaria	Austria	13					13	*1*
Bulgaria	Belgium	19					19	*1*

Bulgaria	Germany	4 895					4 895	254
Bulgaria	Denmark	94					94	4
Bulgaria	Italy	67					67	4
Bulgaria	United Kingdom	54					54	2
Bulgaria	Poland	282					282	17
Bulgaria	Romania	28					28	3
Bulgaria	Czechia	347					347	21
Germany	Bulgaria	4 450					4 450	251
Germany	France	54					54	6
Denmark	Bulgaria	74					74	4
Spain	Bulgaria	29					29	1
Italy	Bulgaria	68					68	4
United Kingdom	Bulgaria	42					42	2
Poland	Bulgaria	253					253	17
Romania	Germany	50					50	3
France	Bulgaria	105					105	6
Czechia	Bulgaria	310					310	21
							0	
							0	
							0	
							0	
< Please add additional rows above this row, if needed >								
Aggregated CO2 emissions from all flights departing from each Member State to another Member State:		11 264	0	0	0	0	11 264	624

8b Detailed emissions data – CH ETS

(a) **The following table is used for control purposes only. Please make sure that the totals are consistent with the result of section 5(d). The following sections (b) and (c) should be filled without any double counting of emissions.**

Note: You can add more columns if you use more fuels. If you add additional cells, and/or copy and paste data from another program or worksheet, you have to add the appropriate calculation formulas and check the correctness of existing formulas. It is the full responsibility of the aircraft operator to check the correctness of calculations.

Note: Only fossil emissions are accounted for in this section. This includes biomass emissions for which sustainability criteria have not been proven.

		Emissions from each Fuel [t CO2]						
		Jet kerosene (jet A1 or jet A)	Jet gasoline (Jet B)	Aviation gasoline (AvGas)	*Alternative fuel 1*	*<add more fuels before this column>*	TOTAL [t CO2]	*Total number of flights*
A	**Total aggregated CO2 emissions from all flights relating to the scope of the CH ETS (= B + C)**	0	0	0	0	0	0	0
B	*Swiss domestic flights*	0	0	0	0	0	0	0
C	*Flights from Switzerland to EEA countries*	0	0	0	0	0	0	0

Please note that all figures should only include emissions to be reported under the EU ETS, i.e. relate to the reduced scope.

Total emissions entered in section 5(d):	0	t CO2
Difference to data given in this sheet:	0	t CO2

(b) **Domestic flights:**

Please complete the following table with the appropriate data for the reporting year. Note that the emission factors presented in section 5(b) MUST BE USED for calculating these emissions.

	Emissions from each Fuel [t CO2]						
State of departure and arrival	Jet kerosene (jet A1 or jet A)	Jet gasoline (Jet B)	Aviation gasoline (AvGas)	*Alternative fuel 1*	*<add more fuels before this column>*	TOTAL [t CO2]	*Total number of flights*
Switzerland						0	

(c) **Aggregated CO2 emissions from all flights departing from Switzerland to an EEA Member State:**

Please complete the following table with the appropriate data for the reporting year. Note that the emission factors presented in section 5(b) MUST BE USED for calculating these emissions.

		Emissions from each Fuel [t CO2]						
Member State of departure	**State of arrival**	Jet kerosene (jet A1 or jet A)	Jet gasoline (Jet B)	Aviation gasoline (AvGas)	*Alternative fuel 1*	*<add more fuels before this column>*	TOTAL [t CO2]	*Total number of flights*
Switzerland	Austria						0	
Switzerland	Belgium						0	
Switzerland	Bulgaria						0	
Switzerland	Croatia						0	
Switzerland	Cyprus						0	
Switzerland	Czechia						0	
Switzerland	Denmark						0	
Switzerland	Estonia						0	
Switzerland	Finland						0	
Switzerland	France						0	
Switzerland	Germany						0	
Switzerland	Greece						0	
Switzerland	Hungary						0	
Switzerland	Iceland						0	

Switzerland	Ireland						0	
Switzerland	Italy						0	
Switzerland	Latvia						0	
Switzerland	Liechtenstein						0	
Switzerland	Lithuania						0	
Switzerland	Luxembourg						0	
Switzerland	Malta						0	
Switzerland	Netherlands						0	
Switzerland	Norway						0	
Switzerland	Poland						0	
Switzerland	Portugal						0	
Switzerland	Romania						0	
Switzerland	Slovakia						0	
Switzerland	Slovenia						0	
Switzerland	Spain						0	
Switzerland	Sweden						0	
Switzerland	United Kingdom						0	
Aggregated CO2 emissions from all flights departing from Switzerland to an EEA Member State:		0	0	0	0	0	0	0

9 Aircraft data

(a) Provide details for each aircraft used during the year covered by this report for which you are the aircraft operator.

The list should use the same aircraft types (by ICAO aircraft type designator - DOC8643) and subtypes (if you have used such further clarification in the monitoring plan), which you have operated during the reporting year, including owned aircraft, as well as leased-in aircraft. You are required to list only aircraft used for carrying out activities falling under Annex I of the EU ETS Directive or under the Swiss ETS, and/or for flights falling under CORSIA (if applicable).

Please indicate also which fuel is used by the aircraft type by indicating "True" in the appropriate column(s). If you have listed alternative fuels in section 8(b), please select the appropriate fuel in the column "other".

Aircraft type (ICAO aircraft type designator)	Aircraft subtype (as specified in the monitoring plan, if applicable)	Aircraft registration number	Owner of the aircraft (if known) In the case of leased-in aircraft, the lessor	If the aircraft has not belonged to your fleet for the whole reporting year:		Fuel used					used for EU ETS	used for CH ETS	used for CORSIA (if applicable)
				Starting date	End date	Jet-A	Jet-A1	Jet-B	AvGas	other			
McDonnell Douglas Model DC-9-82 (MD-82)		LZ-LDJ	Bulgarian Air Charter				TRUE				TRUE		TRUE
McDonnell Douglas Model DC-9-82 (MD-82)		LZ-LDK	Bulgarian Air Charter				TRUE				FALSE		FALSE
McDonnell Douglas Model DC-9-82 (MD-82)		LZ-LDM	Bulgarian Air Charter				TRUE				TRUE		TRUE
McDonnell Douglas Model DC-9-82 (MD-82)		LZ-LDN	Bulgarian Air Charter				TRUE				FALSE		FALSE
McDonnell Douglas Model DC-9-82 (MD-82)		LZ-LDP	Bulgarian Air Charter				TRUE				TRUE		FALSE
McDonnell Douglas Model DC-9-82 (MD-82)		LZ-LDS	Bulgarian Air Charter				TRUE				TRUE		TRUE
McDonnell Douglas Model DC-9-82 (MD-82)		LZ-LDT	Bulgarian Air Charter				TRUE				TRUE		TRUE
McDonnell Douglas Model DC-9-82 (MD-82)		LZ-LDU	Bulgarian Air Charter				TRUE				TRUE		TRUE
McDonnell Douglas Model DC-9-82 (MD-82)		LZ-LDW	Bulgarian Air Charter				TRUE				TRUE		FALSE
AIRBUS A320		LZ-LAA	Bulgarian Air Charter				TRUE				TRUE		TRUE
AIRBUS A320		LZ-LAB	Bulgarian Air Charter				TRUE				TRUE		TRUE
AIRBUS A320		LZ-LAC	Bulgarian Air Charter				TRUE				TRUE		TRUE
AIRBUS A320		LZ-LAD	Bulgarian Air Charter				TRUE				TRUE		TRUE
AIRBUS A320		LZ-LAE	Bulgarian Air Charter				TRUE				TRUE		TRUE
AIRBUS A320		LZ-LAG	Bulgarian Air Charter				TRUE				TRUE		TRUE
end	end	end	end	end	end	end	end	end	end	end	end	end	end

Please continue by adding further rows as needed (above the "end" markers). This must be done by copying an empty row and inserting it thereafter. A simple "insert row" command will NOT be sufficent.

Member State specific further information

10 Comments

Space for further Comments:

<<< Click here to proceed to section 11 "Emissions per aerodrome pair" >>>

Annex: Emissions per aerodrome pair – EU ETS and CH ETS

11 Additional emissions data – EU ETS and CH ETS

For reducing administrative burden, this Annex should include both flights covered by the EU ETS and CH ETS

(a) Please indicate if the data in this annex is considered confidential: FALSE

(b) Please provide the data (totals during the reporting period, related to the reduced scope) in the table below per aerodrome pair.

Please fill in the table below. If you need additional rows, please insert them above the "end of list" row. In that case the formula for the totals will work correctly.

Note that if you add additional cells, and/or copy and paste data from another program or worksheet, you have to check the correctness of existing formulae. It is the full responsibility of the aircraft operator to check the correctness of calculations.

Aerodrome Pair (use 4-letter ICAO designator)		Total number of flights per aerodrome pair	Total emissions [t CO2]
Aerodrome of departure	Aerodrome of arrival		
EBBR	LBSF	1	18
EDDB	EDDC	1	4
EDDB	EDDF	1	8
EDDB	EDDH	8	50
EDDB	EDDV	4	23
EDDB	LBBG	9	156
EDDC	EDDK	4	32
EDDC	EDDV	2	12
EDDC	EDDS	1	9
EDDC	LBBG	12	204
EDDF	EDDC	1	8
EDDF	EDDH	1	7
EDDF	LBBG	2	37
EDDF	LBWN	7	126
EDDH	EDDL	1	7
EDDH	LBBG	8	152
EDDH	LBWN	5	94
EDDK	LBBG	12	230
EDDL	EDDM	7	59
EDDL	EDDS	1	7
EDDL	EDDT	1	8
EDDL	LBBG	30	588
EDDL	LBWN	17	321
EDDM	LBBG	12	179
EDDN	LBBG	1	16
EDDN	LBSF	2	30
EDDN	LBWN	4	62
EDDP	EDDF	1	6
EDDP	EDDH	4	24
EDDP	EDDK	2	15
EDDP	EDDL	4	29
EDDP	EDDS	1	8
EDDP	EDDV	2	10
EDDP	LBBG	40	672
EDDP	LBWN	25	410
EDDS	EDDC	2	17
EDDS	EDDV	2	14
EDDS	LBBG	12	212
EDDS	LBWN	7	115
EDDT	EDDF	1	8
EDDT	EDDN	4	29
EDDT	EDDP	1	5
EDDT	LBWN	6	99
EDDV	EDDB	1	6
EDDV	EDDL	4	20
EDDV	EDDP	5	27

EDDV	EDDS	7	56
EDDV	EDDT	1	6
EDDV	LBBG	24	453
EDDV	LBWN	16	293
EDDV	LFSB	6	54
EGHQ	LBSF	1	20
EGSS	LBWN	1	22
EKBI	EKCH	4	19
EKCH	LBBG	4	74
EPKT	LBWN	7	93
EPPO	LBBG	10	160
LBBG	EDDB	22	409
LBBG	EDDC	15	276
LBBG	EDDF	1	19
LBBG	EDDK	6	127
LBBG	EDDL	34	725
LBBG	EDDM	5	88
LBBG	EDDP	45	818
LBBG	EDDS	7	136
LBBG	EDDV	32	656
LBBG	EKBI	4	94
LBBG	EPPO	10	180
LBBG	LBWN	1	3
LBBG	LKPR	21	347
LBSF	EGHQ	1	30
LBSF	LBBG	3	23
LBSF	LBWN	6	39
LBSF	LICC	1	16
LBSF	LICJ	1	13
LBSF	LIMZ	1	20
LBSF	LRCL	2	19
LBSF	LRSB	1	10
LBWN	EBBR	1	19
LBWN	EDDF	7	135
LBWN	EDDH	1	22
LBWN	EDDL	13	270
LBWN	EDDP	28	487
LBWN	EDDS	6	108
LBWN	EDDT	10	184
LBWN	EDDV	22	436
LBWN	EGSS	1	25
LBWN	EPKT	7	102
LBWN	LBBG	3	10
LBWN	LBSF	3	24
LBWN	LIMC	1	18
LBWN	LOWL	1	13
LEMG	LBSF	1	29
LFSB	LBBG	6	105
LICC	LBSF	1	16
LICJ	LBWN	1	18
LIMC	LBSF	1	13
LIMZ	LBSF	1	21
LIRF	LICJ	7	66
LKPR	LBBG	20	299
LKPR	LBSF	1	12
LRCL	EDDN	2	33
LRSB	EDDN	1	17
LOWL	LBWN	1	12
end of list	end of list	end of list	end of list

Totals:		
	Total number of flights	**Total emissions [t CO2]**
Reporting year totals:	**726**	**11 959**
Compare data entered in section 5:	**726**	**11 959**

(12) CORSIA REPORTING

Note: This sheet only has to be filled if you have an obligation to report CORSIA-related emissions to your administering Member State. All flights falling under the scope of CORSIA have to be reported here. Where flights fall under both EU ETS and CORSIA, they have to be reported here as well as in the appropriate EU ETS-related sections of this template.

You can select here either to use the default emission factors required by EU ETS legislation, or the default values provided by the SARPs for CORSIA:

EU ETS

Note that for compliance with EU ETS legislation, "EU ETS" must be selected here (according to Article 3(1) of the Delegated Act pursuant to Article 28c of the EU ETS Directive, the values given in the MRR have to be used). The possibility to select "CORSIA" here is provided merely as an indicative tool for the aircraft operator to get an understanding of its emissions under CORSIA rules.

Explanation for the data below: Please complete the list underneath. All aerodrome pairs that were operated during the reporting year have to be reported.
Note I: Please report both directions between aerodrome pairs if applicable (A-B and B-A).
Note II: If you used different type of fuels on the same aerodrome pair with different fuel conversion factors, you need to create an identical aerodrome pair and report this portion of fuel separately. Please note, emissions from CORSIA eligible fuels are calculated with the fuel conversion factor(s) from corresponding aviation fuels.
Note III: Please also complete the CORSIA eligible fuels supplementary information to the Emissions Report, if CORSIA eligible fuels were used during the reporting period.

a) Summary of reported international flights and emissions

Total CO2 emissions from international flights (in tonnes):	13 058	t CO2
Total CO2 emissions from flights subject to offsetting requirements (in tonnes):	0	t CO2
Total number of international flights during reporting period:	738	
Total number of international flights subject to offsetting requirements:	0	
Total emissions reductions claimed from the use of CORSIA eligible fuels (in tonnes):		t CO2

Please note that the figures here are considered the relevant data determining the offsetting obligation under CORSIA. Therefore these figures are reflected also on the cover page of this report, and to be confirmed by the accredited verifier. For making sure that the figures here are not contradicted by the data below, they are automatically calculated here. However, if the list of flights is longer than in the original template, the formulae here have to be adjusted accordingly.

b) Summary of fuel quantities (in tonnes):

Jet-A	0,00	t
Jet-A1	4 145,49	t
Jet-B	0,00	t
AvGas	0,00	t

b1) CORSIA eligible fuels claimed (only applicable from reporting year 2021 onwards)

If claiming emission reductions from the use of CORSIA eligible fuels, please complete the table below in accordance with CORSIA rules. Supplementary information about the claim is also required, and can be reported using the appropriate supplementary template on CORSIA eligible fuels supplementary information.

Fuel type			Total mass of the neat CORSIA eligible fuel (in tonnes)	Life Cycle Emissions	Emission reductions claimed	Unit
Fuel type	Feedstock	Conversion process				
						t CO2
						t CO2
						t CO2
						t CO2
						t CO2
Total emission reductions from the use of CORSIA eligible fuel(s) claimed						t CO2

c) Table of all aerodrome pairs

Please list all aerodrome pairs on which international flights were performed, whether emissions were estimated using an emission estimation tool, the number of flights, the fuel type and the amount of fuel used. To determine if a route is subject to offsetting refer to the list of CORSIA States for Chapter 3 State Pairs:

https://www.icao.int/environmental-protection/CORSIA/Pages/state-pairs.aspx

Departure		Arrival		CO2 emissions estimated with a tool?	Total No. of flights	Fuel type	Total amount of fuel used (in tonnes)	Fuel conversion factors	CO2 emissions (in tonnes)	Subject to offsetting requirements?
ICAO airport code	State	ICAO airport code	State							
EBBR	Belgium	LBSF	Bulgaria	FALSE	1	Jet-A1	5,6	3,15	17,6	
EDDB	Germany	LBBG	Bulgaria	FALSE	9	Jet-A1	49,6	3,15	156,3	
EDDC	Germany	LBBG	Bulgaria	FALSE	12	Jet-A1	64,9	3,15	204,4	
EDDF	Germany	LBBG	Bulgaria	FALSE	2	Jet-A1	11,8	3,15	37,3	
EDDF	Germany	LBWN	Bulgaria	FALSE	7	Jet-A1	40,1	3,15	126,3	
EDDH	Germany	LBBG	Bulgaria	FALSE	8	Jet-A1	48,1	3,15	151,5	
EDDH	Germany	LBWN	Bulgaria	FALSE	5	Jet-A1	29,9	3,15	94,1	
EDDK	Germany	LBBG	Bulgaria	FALSE	12	Jet-A1	73,0	3,15	230,0	
EDDL	Germany	LBBG	Bulgaria	FALSE	30	Jet-A1	186,7	3,15	588,2	
EDDL	Germany	LBWN	Bulgaria	FALSE	17	Jet-A1	101,9	3,15	320,9	
EDDM	Germany	LBBG	Bulgaria	FALSE	12	Jet-A1	56,7	3,15	178,5	
EDDN	Germany	LBBG	Bulgaria	FALSE	1	Jet-A1	5,2	3,15	16,4	
EDDN	Germany	LBSF	Bulgaria	FALSE	2	Jet-A1	9,5	3,15	29,8	
EDDN	Germany	LBWN	Bulgaria	FALSE	4	Jet-A1	19,6	3,15	61,6	
EDDP	Germany	LBBG	Bulgaria	FALSE	40	Jet-A1	213,3	3,15	671,9	
EDDP	Germany	LBWN	Bulgaria	FALSE	25	Jet-A1	130,2	3,15	410,2	
EDDS	Germany	LBBG	Bulgaria	FALSE	12	Jet-A1	67,3	3,15	211,9	
EDDS	Germany	LBWN	Bulgaria	FALSE	7	Jet-A1	36,6	3,15	115,3	
EDDV	Germany	LBBG	Bulgaria	FALSE	24	Jet-A1	143,8	3,15	453,1	
EDDV	Germany	LBWN	Bulgaria	FALSE	16	Jet-A1	93,1	3,15	293,2	
EDDV	Germany	LFSB	France	FALSE	6	Jet-A1	17,2	3,15	54,2	
EDDT	Germany	LBWN	Bulgaria	FALSE	6	Jet-A1	31,4	3,15	98,8	
EGHQ	United Kingdom	LBSF	Bulgaria	FALSE	1	Jet-A1	6,5	3,15	20,4	
EGSS	United Kingdom	LBWN	Bulgaria	FALSE	1	Jet-A1	6,9	3,15	21,7	
EKCH	Denmark	LBBG	Bulgaria	FALSE	4	Jet-A1	23,6	3,15	74,2	
EPKT	Poland	LBWN	Bulgaria	FALSE	7	Jet-A1	29,5	3,15	92,8	
EPPO	Poland	LBBG	Bulgaria	FALSE	10	Jet-A1	50,9	3,15	160,4	
DTNH	Tunisia	LBSF	Bulgaria	FALSE	2	Jet-A1	12,4	3,15	39,0	
DTNH	Tunisia	LIRF	Italy	FALSE	6	Jet-A1	22,4	3,15	70,7	
HECA	Egypt	LIRF	Italy	FALSE	1	Jet-A1	10,1	3,15	31,8	
HECA	Egypt	LBSF	Bulgaria	FALSE	2	Jet-A1	13,4	3,15	42,2	
HECA	Egypt	LBWN	Bulgaria	FALSE	1	Jet-A1	5,8	3,15	18,2	
HEGN	Egypt	LBSF	Bulgaria	FALSE	7	Jet-A1	56,4	3,15	177,8	

HEGN	Egypt	LBWN	Bulgaria	FALSE	2	Jet-A1	14,3	3,15	45,0	
GMFF	Morocco	LBSF	Bulgaria	FALSE	1	Jet-A1	9,7	3,15	30,4	
LBBG	Bulgaria	EDDB	Germany	FALSE	22	Jet-A1	129,8	3,15	408,8	
LBBG	Bulgaria	EDDC	Germany	FALSE	15	Jet-A1	87,5	3,15	275,7	
LBBG	Bulgaria	EDDF	Germany	FALSE	1	Jet-A1	6,1	3,15	19,3	
LBBG	Bulgaria	EDDK	Germany	FALSE	6	Jet-A1	40,3	3,15	127,0	
LBBG	Bulgaria	EDDL	Germany	FALSE	34	Jet-A1	230,2	3,15	725,2	
LBBG	Bulgaria	EDDM	Germany	FALSE	5	Jet-A1	27,8	3,15	87,7	
LBBG	Bulgaria	EDDP	Germany	FALSE	45	Jet-A1	259,6	3,15	817,6	
LBBG	Bulgaria	EDDS	Germany	FALSE	7	Jet-A1	43,1	3,15	135,8	
LBBG	Bulgaria	EDDV	Germany	FALSE	32	Jet-A1	208,2	3,15	655,7	
LBBG	Bulgaria	EKBI	Denmark	FALSE	4	Jet-A1	29,9	3,15	94,2	
LBBG	Bulgaria	EPPO	Poland	FALSE	10	Jet-A1	57,1	3,15	180,0	
LBBG	Bulgaria	LKPR	Czechia	FALSE	21	Jet-A1	110,1	3,15	346,9	
LBBG	Bulgaria	LLBG	Israel	FALSE	8	Jet-A1	41,7	3,15	131,2	
LBBG	Bulgaria	LTFE	Turkey	FALSE	1	Jet-A1	3,5	3,15	11,1	
LBSF	Bulgaria	DTNH	Tunisia	FALSE	1	Jet-A1	5,5	3,15	17,4	
LBSF	Bulgaria	EGHQ	United Kingdom	FALSE	1	Jet-A1	9,4	3,15	29,5	
LBSF	Bulgaria	HEGN	Egypt	FALSE	9	Jet-A1	68,4	3,15	215,4	
LBSF	Bulgaria	HECA	Egypt	FALSE	2	Jet-A1	13,0	3,15	40,9	
LBSF	Bulgaria	LICC	Italy	FALSE	1	Jet-A1	5,0	3,15	15,7	
LBSF	Bulgaria	LIMZ	Italy	FALSE	1	Jet-A1	6,4	3,15	20,1	
LBSF	Bulgaria	LICJ	Italy	FALSE	1	Jet-A1	4,0	3,15	12,5	
LBSF	Bulgaria	LRCL	Romania	FALSE	2	Jet-A1	5,9	3,15	18,5	
LBSF	Bulgaria	LRSB	Romania	FALSE	1	Jet-A1	3,1	3,15	9,7	
LBSF	Bulgaria	LTFE	Turkey	FALSE	3	Jet-A1	11,1	3,15	35,1	
LBSF	Bulgaria	LWSK	North Macedonia	FALSE	1	Jet-A1	1,9	3,15	6,1	
LBWN	Bulgaria	HECA	Egypt	FALSE	1	Jet-A1	5,9	3,15	18,5	
LBWN	Bulgaria	HEGN	Egypt	FALSE	2	Jet-A1	13,4	3,15	42,3	
LBWN	Bulgaria	EBBR	Belgium	FALSE	1	Jet-A1	6,1	3,15	19,2	
LBWN	Bulgaria	EDDF	Germany	FALSE	7	Jet-A1	42,8	3,15	134,9	
LBWN	Bulgaria	EDDH	Germany	FALSE	1	Jet-A1	7,0	3,15	22,0	
LBWN	Bulgaria	EDDL	Germany	FALSE	13	Jet-A1	85,8	3,15	270,4	
LBWN	Bulgaria	EDDP	Germany	FALSE	28	Jet-A1	154,7	3,15	487,4	
LBWN	Bulgaria	EDDS	Germany	FALSE	6	Jet-A1	34,3	3,15	108,0	
LBWN	Bulgaria	EDDT	Germany	FALSE	10	Jet-A1	58,3	3,15	183,6	
LBWN	Bulgaria	EDDV	Germany	FALSE	22	Jet-A1	138,4	3,15	435,9	
LBWN	Bulgaria	EGSS	United Kingdom	FALSE	1	Jet-A1	7,8	3,15	24,5	
LBWN	Bulgaria	EPKT	Poland	FALSE	7	Jet-A1	32,2	3,15	101,5	
LBWN	Bulgaria	LIMC	Italy	FALSE	1	Jet-A1	5,8	3,15	18,4	
LBWN	Bulgaria	LLBG	Israel	FALSE	4	Jet-A1	20,8	3,15	65,4	
LBWN	Bulgaria	LOWL	Austria	FALSE	1	Jet-A1	4,2	3,15	13,3	
LBWN	Bulgaria	LTAI	Turkey	FALSE	8	Jet-A1	26,1	3,15	82,3	
LBWN	Bulgaria	LTFE	Turkey	FALSE	6	Jet-A1	17,8	3,15	56,1	
LBWN	Bulgaria	LYPG	Montenegro	FALSE	1	Jet-A1	3,8	3,15	12,1	
LBWN	Bulgaria	UMMS	Belarus	FALSE	1	Jet-A1	4,5	3,15	14,1	
LEMG	Spain	LBSF	Bulgaria	FALSE	1	Jet-A1	9,1	3,15	28,8	
LFSB	France	LBBG	Bulgaria	FALSE	6	Jet-A1	33,3	3,15	104,8	
LGKL	Greece	LLBG	Israel	FALSE	1	Jet-A1	5,2	3,15	16,3	
LICJ	Italy	DTNH	Tunisia	FALSE	6	Jet-A1	15,2	3,15	48,0	
LICJ	Italy	HECA	Egypt	FALSE	1	Jet-A1	8,2	3,15	25,7	
LICJ	Italy	LBWN	Bulgaria	FALSE	1	Jet-A1	5,6	3,15	17,7	
LICC	Italy	LBSF	Bulgaria	FALSE	1	Jet-A1	5,1	3,15	16,2	
LIMC	Italy	LBSF	Bulgaria	FALSE	1	Jet-A1	4,1	3,15	12,9	
LIMZ	Italy	LBSF	Bulgaria	FALSE	1	Jet-A1	6,6	3,15	20,8	
LKPR	Czechia	LBBG	Bulgaria	FALSE	20	Jet-A1	94,8	3,15	298,7	
LKPR	Czechia	LBSF	Bulgaria	FALSE	1	Jet-A1	3,7	3,15	11,7	
LLBG	Israel	LBBG	Bulgaria	FALSE	7	Jet-A1	36,9	3,15	116,2	
LLBG	Israel	LGKL	Greece	FALSE	1	Jet-A1	5,3	3,15	16,8	
LLBG	Israel	LBSF	Bulgaria	FALSE	1	Jet-A1	5,4	3,15	17,1	
LLBG	Israel	LBWN	Bulgaria	FALSE	4	Jet-A1	22,4	3,15	70,7	
LOWL	Austria	LBWN	Bulgaria	FALSE	1	Jet-A1	3,9	3,15	12,4	
LRCL	Romania	EDDN	Germany	FALSE	2	Jet-A1	10,4	3,15	32,8	
LRSB	Romania	EDDN	Germany	FALSE	1	Jet-A1	5,4	3,15	17,0	
LTFE	Turkey	LBBG	Bulgaria	FALSE	1	Jet-A1	3,2	3,15	10,1	
LTFE	Turkey	LBSF	Bulgaria	FALSE	2	Jet-A1	7,1	3,15	22,4	
LTFE	Turkey	LBWN	Bulgaria	FALSE	7	Jet-A1	22,1	3,15	69,6	
LTAI	Turkey	LBWN	Bulgaria	FALSE	8	Jet-A1	28,0	3,15	88,1	
LYPG	Montenegro	LBWN	Bulgaria	FALSE	1	Jet-A1	3,5	3,15	11,0	
LWSK	North Macedonia	LBSF	Bulgaria	FALSE	1	Jet-A1	1,6	3,15	5,1	
LWSK	North Macedonia	UBBB	Azerbaijan	FALSE	1	Jet-A1	8,9	3,15	27,9	
UBBB	Azerbaijan	LWSK	North Macedonia	FALSE	1	Jet-A1	10,0	3,15	31,5	
UMMS	Belarus	LBWN	Bulgaria	FALSE	1	Jet-A1	4,7	3,15	14,9	
end	end	end	end	end	end	end	end	end	end	end

Please continue by adding further rows as needed (above the "end" markers). This must be done by copying an empty row and inserting it thereafter. A simple "insert row" command will NOT be sufficent.