ANNUAL EMISSIONS REPORT FOR AIRCRAFT **OPERATORS**

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

Updated version 2022

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Reporting	year
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Information about this report:

This Annual Emissions Report was submitted by: Unique Identifier of the aircraft operator (CRCO No.):

Version number of this emission report

Version number of the latest approved monitoring plan:

This emission report is used for CORSIA:

2022

CARGO A	IR LTD.
CGF	
1	
2	
TRUE	

Total emissions	of the aircraft	operator from	flights	reportable	under	the
EU ETS:						

16 580 t CO2

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.

Memo-Item: Total (sustainable) biomass emissions

0 t CO2 0 t CO2

0 t CO2

oalling

Memo-Item: Total non-sustainable biomass emissions

Total emissions of the aircraft operator from flights reportable under the CH ETS (Swiss ETS):

0 t CO2

rances to be surrendered by the aircraft operator for compliance unde the CH FTS, as calculated in section 5(d)

Memo-Item: Total (sustainable) biomass emissions 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:

12 227 t CO2

Central

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

24.2.2023

Name and Signature of legally responsible person

Template version information:

Template provided by:	European Commission
Publication date:	09.02.2022
Language version:	English
Reference filename:	AER EU & CH ETS & CORSIA_COM_en_090222.xls

GENERAL INFORMATION ABOUT THIS REPORT

1	Reporting Year and Scope	在一次的人的人的人的人
(a)	Reporting year:	2022
	This is the year in which the reported aviation activities took place, i.e. 2013 for the report which ye	ou submit by 31 March 2014.
(b)	Version number of this emission report: This should be a natural number (starting from 1) helping the verifier and competent authority to id	lentify the version of the report verified.
(c)	Language in which this report is filled: For performing automated checks on the data reported, it is important that the complete rep deviate from the template's language). Please confirm here the language in which you have	
(d)	Has the Art. 28a(6) derogation been used? In accordance with Article 28a(6) of the EU ETS Directive, aircraft operators emitting less than 25 ETS, or emitting less than 3 000 tCO2 per year under the reduced scope, both commercial and no independent verifier.	
	Note that for the purposes of the EU ETS, the threshold applies to the sum of all flights within EEA incoming from Switzerland and the UK.	, outgoing from EEA and incoming to EEA, including those
	The alternative involves determining their emissions by using the small emitters tool approved uncused for determining emissions must originate from Eurocontrol. As a result, aircraft operators take 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 of	nly.
	If you have an obligation under CORSIA to the same country as under the EU template which are marked as relating to ICAO's market based mechanism CO In line with paragraph 1.2 of the CORSIA SARPs, the aircraft operator is attribu designator, if applicable, or to the state that issued the AOC, or the place of juri An obligation under CORSIA is given only if you are producing annual CO2 eminternational flights conducted by aeroplanes with a maximum certificated take-2019, with the exception of humanitarian, medical and firefighting flights. If for CORSIA purposes you are attributed to another country, you have to repo Therefore please get in touch with the relevant competent authority of that cour an annual emissions report.	PRSIA (indicated by a light blue frame). ted to the state according to its ICAO dical registration. sissions greater than 10,000 tonnes from off mass greater than 5,700 kg from 1 January rt the data relevant for CORSIA to that country.
(e)		IROE
(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 emissions report for CORSIA purposes only, please confirm below that this is the	
(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: This name should be the legal entity carrying out the aviation activities defined in Annex I of the E	CARGO AIR LTD.
(b)		
	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).	CGF
(c)	If different to the name given in 2(a), please also enter the name of the airc	profit operator as it appears on the
(0)	Commission's list of operators:	craft operator as it appears on the
	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.	N/A
(d)	Please enter the unique ICAO designator used in the call sign for Air Traff	ic Control (ATC) purposes, where available:
	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).	CGF
(e)	Where a unique ICAO designator for ATC purposes is not available, pleas 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.	
(6)	Places onter the administering Mamhay State of the singlet angular	
(f)	Please enter the administering Member State of the aircraft operator pursuant to Art. 18a of the Directive.	Bulgaria
(g)	Competent authority in this Member State: In some Member States there is more than one Competent Authority dealing with the EU ETS for appropriate authority, if applicable. Otherwise choose "n.a.".	Ministry of Environment aircraft operators. Please enter the name of the
(h)	a Member State if available:	XXX 85 P. 960 200 200 4
	If you don't find the appropriate name of the issueing authority in the drop-down list, you can ente Air Operator Certificate: AOC Issuing authority:	BG 31 Bulgaria - Civil Aviation Administration



BG 1008-28

Bulgaria - Civil Aviation Administration

lease enter the address of	the aircraft operator, including po	stcode and country:
	Address Line 1	1 Brussels Blvd, Sofia Airport
	Address Line 2	
	City	Sofia
	State/Province/Region	
	Postcode/ZIP	1540
	Country	Bulgaria
	Telephone Number:	35928144500
	Email address	sales@cargoair.bg

(i)

Operating Licence:

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: First Name: Kiril Georgiev Surname: Compliance Monitoring and Safety Manager Organisation name (if acting on behalf of the aircraft operator):

kgeorgiev@cargoair.bg

35928144500 Telephone number:

Email address: 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: First Name: Georgiev Surname: Email address: rgiev@cargoair.bg 5928144500 Telephone number: 1 Brussels Blvd, Sofia Airport Address Line 1: Address Line 2: City: Sofia State/Province/Region: 1540 Postcode/ZIP: Country: Bulgaria

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

First Name: Petar Surname: Cenkov Email address: argoair.bg Telephone number: 35928144500 1 Brussels Blvd, Sofia Airport Address Line 1: Address Line 2: City: State/Province/Region: Postcode/ZIP: Country:

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 emitting 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 popular 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: Address Line 1: Address Line 2: City: State/Province/Region: Postcode/ZIP: Country:

VERIFIKACE CZ s.r.o.	
Pasteurova 785/6	
Olomouc	
779 00 Czechia	
Czechia	

(b) Contact person for the accredited verifier:

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

Title: Pavel First Name: Surname: vrastil@verifikace.cz Email address: 420272654893 Telephone number:

(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:

Registration number issued by the accreditation body: 637/2021 The availability of such registration information may depend on the accrediting Member State's practice of accreditation of verifiers.



EMISSION DATA OVERVIEW

(b)

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: Date of approval of the used monitoring plan:

	2	
03.09.2021		

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

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

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.

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

	1 520
	0
700	1 520

(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-ilem.

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					

quired, 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.

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	5 263,61	16 580	0	0
2	Jet gasoline (Jet B)	3,10				
3	Aviation gasoline (AvGas)	3,10		103831000		
4	Market School School	SE SEE SE				
5	And the second property of the second second	SE 200 A		国际经济资格		
6		14 (0.00) 0.00		Contract Contract		and the second
7				2912.5		
8				Zeita		
9						
10						
11						2003/05/05
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 correctionst

Total CO2 emissions (EU ETS) in the reporting year:

16 580

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	0,00		0	0
2	Jet gasoline (Jet B)	3,10				
3	Aviation gasoline (AvGas)	3,10		2520 H. H. H. SANG	Maria Barana	
4						
5						
6						100
7	Taken the second se	NE STREET, STR				
8						
9				COMPENSAL S		
10						30.25 ALC: 30.
11		of Property and Section				POST SERVICES
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: 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 and the UK.

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	第二次的基本
May to August	



Total:			0	A 100 A			SEX.
Total emissions in Please enter here th	the reporting year: e total emissions related	d to the full scop	е.		t CO2		
Note: If you are using th	gibility for simplified a te simplified approach for sin consequences apply in acco	mall emitters, but h			threshold (which is indi	cated here by	the message "not
The aircraft operator shall	notify the competent authority for	y thereof without und			nt modification of the mon	itoring plan wi	thin the meaning of
	rator may continue to use the s ot already been exceeded with						
Please specify whi	ch fuel consumption e	estimation tool y	ou have us	sed:			
If you have chosen	"Other" under point (e) above, which	one?				
If you use this repo	ort for CORSIA purpose	es, please conf	irm here if y	you are usin	g an applicable en	nission est	imation tool:
An emission estima	ation tool was used fo	r all emissions	under COR	SIA:			FALSE
	ation tool was used on the for emissions taking place for	-	s without o	offsetting re	quirements:		FALSE
opion la only releval		on EUE I Oliwards.					
Approach for da	nta gaps			A MARKET BUT			
	ive burden, this sections (a)	and (b) should cov	er emissions o	of both system	s, EU ETS and CH ETS.	Data gaps rel	evant for CORSIA
be included, too.				900c			
	ccurred and method o						
In accordance with Article	65(2) of the MRR data gaps i				g plan, or if this is not po	ssible, by using	g a tool which may b
In accordance with Article used for the small emitter.	65(2) of the MRR data gaps r s approach.	must be closed by a	method defined	d in the monitorin			
In accordance with Article used for the small emitters Please specify here the	65(2) of the MRR data gaps i	must be closed by a surrogate data was de	method defined	d in the monitoring the different of the amount of	f emissions according t	o the surroga	
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EMISSION DATA PER COUNTRY AND FUEL - EU ETS

8a 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.

			Emissio	ns from each Fuel	[t CO2]			
		Jet kerosene (jet A1 or jet A)	Jet gasoline (Jet B)	Aviation gasoline (AvGas)	Alternative fuel 1	<add fuels<br="" more="">before this column></add>	TOTAL [t CO2]	Total number of flights
Α	Total aggregated CO2 emissions from all flights relating to the reduced scope of the EU ETS Directive (= B + C)	16 580	0	0	0	0	16 580	1 520
В	of which departure MS is the same as arrival MS (domestic flights, =sum of section (b))	4 494	0	0	0	0	4 494	676
С	of which all other intra EEA flights, and flights from EEA to Switzerland or UK	12 086	0	0	0	0	12 086	844
D	emissions from all flights departing from a Member State to another Member State, Switzerland or UK (=sum of section 8(c))	12 086	0	0	0	0	12 086	844

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): Difference to data given in this sheet:

16 580 t CO2 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.

Member State of departure and arrival	Jet kerosene (jet A1 or jet A)	Jet gasoline (Jet B)	Aviation gasoline (AvGas)	Alternative fuel 1	<add fuels<br="" more="">before this column></add>	TOTAL [t CO2]	Total number of flights
Austria						0	
Belgium						0	
Bulgaria						0	
Croatia						0	
Cyprus			And the Contractor			0	
Czechia						0	
Denmark						0	
Estonia						0	
Finland						0	
France	66					66	12
Germany	783					783	94
Greece						0	
Hungary						0	
Iceland						0	
Ireland	10					10	2
Italy	644					644	66
Latvia						0	
Liechtenstein						0	
Lithuania						0	
Luxembourg						0	
Malta						0	
Netherlands						0	
Norway						0	Company of the Compan
Poland						0	
Portugal						- 0	国际国际
Romania	2 973					2 973	500
Slovakia						0	
Slovenia						0	A CONTRACTOR
Spain	18					18	2
Sweden			Control of the Control			0	A TENERAL PROPERTY.
Sum of domestic flights:	4 494	0	0	0	0	4 494	676

(c)	Aggregated CO2 emissions from all flights departing from each Member State to another Member State, to Switzerland, or to the UK
	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 fuels<br="" more="">before this column></add>	TOTAL [t CO2]	Total number of flights
Austria	Germany	9					9	1
Bulgaria	Germany	137					137	\$
Cyprus	Germany	32					32	1
Czechia	Germany	9					9	1
Germany	Austria	8					8	1
Germany	Bulgaria	114					114	8
Germany	Cyprus	25					25	1
Germany	Czechia	15					15	1
Germany	Denmark	54					54	
Sermany	Spain	60					60	4
Germany	France	322					322	28
Germany	Hungary	34					34	
Germany	Ireland	138			EXECUTE OF STREET		138	10
Germany	Iceland	25					25	
Germany	Italy	614					614	6:
Germany	Poland	150				S4-48-5-12-12	150	17
Germany	Portugal	17					17	
Germany	Romania	4 219					4 219	26
Germany	Slovenia	21					21	
Germany	Sweden	60				AND THE RESERVE	60	
Denmark	Germany	44					44	
Denmark	Sweden	9					9	
Spain	Germany	92					92	
rance	Germany	340					340	2
rance	Spain	9					9	
Hungary	Germany	26					26	
							6	
lungary	Romania	6						Section of the Contract of the
reland	Germany	129					129	1
celand	Germany	25					25	
taly	Germany	662					662	64
taly	Poland	14					14	
taly	Romania	14					14	
Norway	Germany	12					12	
Poland	Germany	159					159	1
Portugal	Germany	17					17	
Romania	Germany	4 376		Control of the Control			4 376	26
Slovenia	Germany	20					20	0.0180512512
Sweden	Germany	68				Secretaria de la companya de la comp	68	
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Aggregated CO2 emis	ssions from all flights Member State to another tzerland, or to the UK	12 086	0	0	0	0	12 086	84

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.

			Emissio	ons from each Fuel	[t CO2]			
		Jet kerosene (jet A1 or jet A)	Jet gasoline (Jet B)	Aviation gasoline (AvGas)	Alternative fuel 1	<add fuels<br="" more="">before this column></add>	TOTAL [t CO2]	Total number of flights
Α	Total aggregated CO2 emissions from all flights relating to the scope of the CH ETS (= B + C)	0	0	0	0	0	0	.0
В	Swiss domestic flights	0	0	0	0	0	0	0
С	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): Difference to data given in this sheet: 0 t CO2 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.

		Emissi	ons 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 fuels<br="" more="">before this column></add>	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.

			Emissi	ons 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 fuels<br="" more="">before this column></add>	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		Manager of the Control				0	
Switzerland	Slovakia						0	
Switzerland	Slovenia						0	
Switzerland	Spain						0	
Switzerland	Sweden						0	
Aggregated CO2 emis		0	0	0	0	0	0	0

<<< Click here to proceed to section 9 "Aircraft data" >>>

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 owned aircraft, as well as leased-in aircraft. You are required to fist 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).

Aircraft type (ICAO aircraft type designator)	Air used by the aircraft type by ind Aircraft subtype (as specified in the monitoring	Aircraft registration number	Owner of the aircraft (if known)	If the aircraft has not belonged to your fleet for the whole reporting	belonged to	andonda ou poi		Fuel used			used for EU ETS	used for CHETS	used for CORSIA (#	
;			In the case of leased-in aircraft, the lessor	year:	End dots	A 401	lot-04	lot-B	AvGae	other			applicable)	
			de la company	Starting date	End date	Jel-A	TOI IC	D-19C	FALCE	oniei	TDIIC	EALCE	TDIIC	
8737	300	300 LZ-CGO	AIR VEGA RUI GARIA			FALSE	TRUE	FALSE	FALSE		TRUE	FALSE	TRUE	
200	3		JSC.											
B737	300	300 LZ-CGQ	AIR VEGA BULGARIA			FALSE	TRUE	FALSE	FALSE		TRUE	FALSE	TRUE	
B737	400	400 LZ-CGR	AIR VEGA BULGARIA			FALSE	TRUE	FALSE	FALSE		TRUE	FALSE	TRUE	
B737	400	400 LZ-CGS	AIR VEGA BULGARIA			FALSE	TRUE	FALSE	FALSE		TRUE	FALSE	TRUE	
B737	400	400 LZ-CGT	AIR VEGA BULGARIA			FALSE	TRUE	FALSE	FALSE		TRUE	FALSE	TRUE	
B737	400	400 LZ-CGU	AIR VEGA BULGARIA			FALSE	TRUE	FALSE	FALSE		TRUE	FALSE	TRUE	
B737	400	400 LZ-CGV	AIR VEGA BULGARIA			FALSE	TRUE	FALSE	FALSE		TRUE	FALSE	TRUE	
B737	400	400 LZ-CGX	AIR VEGA BULGARIA			FALSE	TRUE	FALSE	FALSE		TRUE	FALSE	TRUE	
B737	400	400 LZ-CGW	AIR VEGA BULGARIA			FALSE	TRUE	FALSE	FALSE		TRUE	FALSE	TRUE	
B737	400	400 LZ-CGY	AIR VEGA BULGARIA			FALSE	TRUE	FALSE	FALSE		TRUE	FALSE	TRUE	
B737	800	800 LZ-CGA	AIR VEGA BULGARIA			FALSE	TRUE	FALSE	FALSE		TRUE	FALSE	TRUE	
B737	800	800 LZ-CGB	AIR VEGA BULGARIA			FALSE	TRUE	FALSE	FALSE		TRUE	FALSE	TRUE	
B737	800	800 LZ-CGC	AIR VEGA BULGARIA			FALSE	TRUE	FALSE	FALSE		TRUE	FALSE	TRUE	
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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 Comme	nts		公司等 医		
Space for furth	er Comments:				
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<>< 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:

TRUE

(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	I-letter ICAO designator)	Total number of flights per aerodrome pair	Total emissions [t CO2]
Aerodrome of departure	Aerodrome of arrival	7	
BIKF	EDDK	1	25
EDDB	EDDK	44	392
EDDB	LIRA	1	14
EDDK	BIKF	1	25
EDDK	EDDB	43	341
EDDK	EDDP	4	26
EDDK	EIDW	4	50
EDDK	EINN	6	88
EDDK	EKBI	6	54
EDDK	EPRZ	1	12
EDDK	ESSA	4	60
EDDK	LBSF	1	15
EDDK	LCLK	1	25
EDDK	LEBL	1	14
EDDK	LEVT	3	46
EDDK	LFBD	10	125
EDDK	LFBO	1	11
EDDK	LFLL	12	127
EDDK	LFML	4	46
EDDK	LFRN	1	12
EDDK	LHBP	2	24
EDDK	LIMC	36	346
EDDK	LIME	16	149
EDDK	LIPE	7	69
EDDK	LIPZ	2	23
EDDK	LIRN	1	14
EDDK	LJLJ	2	21
EDDK	LKPR	1	8
EDDK	LPPR	1	17
EDDK	LRCL	256	4032
EDDK	LROP	8	144
EDDP	EDDK	3	23
EDDP	EPKT	16	138
EDDP	LBSF	7	99
EDDP	LHBP	1	10
EDDP	LKTB	1	
EDDP	LOWL	1	
EDDP	LRBC	2	29
EDDP	LRIA	1	1:
EIDW	EDDK	6	76
EINN	EDDK	4	5:
EINN	EIDW	2	10
EKBI	EDDK	5	44

EKBI	ESSA	1	9
ENGM	EDDP	1	12
EPKT	EDDP	15	133
EPRZ	EDDK	1	16
EPRZ	EDDP	1	10
ESSA	EDDB	1	9
ESSA	EDDK	4	58
LBSF	EDDK	1	17
LBSF	EDDP	8	120
LCLK	EDDK	1	32
LEBL	EDDK	1	17
LEVT	EDDK	2	30
LEVT	LEZL	2	18
LEZL	EDDK	2	45
LFBD	EDDK		The second secon
		9	100
LFBD	LFML	1	7
LFBO	EDDK	1	12
LFLL	EDDK	1	9
LFLL	LFML	11	59
LFML	EDDK	15	193
LFML	LEVT	1	9
LFPG	EDDP	1	17
LFRN	EDDK	1	9
LHBP	EDDK	2	26
LHBP	LRCL	1	6
LIMC	EDDK	34	337
LIMC	EPRZ	1	14
LIMC	LIRN	33	306
LIMC	LRBC	1	14
LIME	EDDK	18	178
LIPE	EDDK	7	80
LIPZ	EDDK	2	23
LIRA	EDDK		14
		1	30
LIRN	EDDK	2	
LIRN	LIMC	31	319
LIRN	LIME	2	20
LJLJ	EDDB	1	9
LJLJ	EDDK	1	12
LKPR	EDDK	1	9 9 17
LOWL	EDDP	1	9
LPPR	EDDK	1	
LRBC	EDDP	3	41
LRCL	EDDK	249	4053
LRCL	LROP	252	1435
LRLC	LRTR	1	12
LRIA	EDDP	1	15
LROP	EDDK	15	267
LROP	LRCL	246	1519
LRTR	LROP	1	6

end of list	end of list	end of list	end of lis

Totals:		
	Total number of flights	Total emissions [t CO2]
Reporting year totals:	1 520	16 580
Compare data entered in section 5:	1 520	16 580



(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):	12 227	t CO2
Total CO2 emissions from flights subject to offsetting requirements (in tonnes):	12 227	t CO2
Total number of international flights during reporting period:	856	
Total number of international flights subject to offsetting requirements:	856	
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	3 881,51	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	Life Cycle Emissions	Emission reductions claimed	Unit
Fuel type	Feedstock	Conversion process	eligible fuel (in tonnes)	,		
						t CO2
						t CO2
						t CO2
						t CO2
						t CO2
Total emiss	sion reductions from t	he use of CORSI	A eligible fuel(s) claimed:		Berlin and the second	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		Departure Arrival		CO2 emissions	CO2 Total No. of flights	Fuel type	Total amount of fuel used (in	Fuel conversion	CO2 emissions (in	Subject to offsetting
ICAO airport code	State	ICAO airport code	State	estimated with a tool?	g		tonnes)	factors	tonnes)	requirements?
BIKF	Iceland	EDDK	Germany	FALSE	1	Jet-A1	8,0	3,15	25,2	TRUE
EDDB	Germany	LIRA	Italy	FALSE	1	Jet-A1	4,5	3,15	14,2	TRUE
EDDK	Germany	BIKF	Iceland	FALSE	1	Jet-A1	8,0	3,15	25,1	TRUE
EDDK	Germany	EIDW	Ireland	FALSE	4	Jet-A1	15,8	3,15	49,9	TRUE
EDDK	Germany	EINN	Ireland	FALSE	6	Jet-A1	27,9	3,15	87,9	TRUE
EDDK	Germany	EKBI	Denmark	FALSE	6	Jet-A1	17,3	3,15	54,4	TRUE
EDDK	Germany	EPRZ	Poland	FALSE	1	Jet-A1	3,9	3,15	12,3	TRUE
EDDK	Germany	ESSA	Sweden	FALSE	4	Jet-A1	19,1	3,15	60,1	TRUE
EDDK	Germany	LBSF	Bulgaria	FALSE	1	Jet-A1	4,9	3,15	15,3	TRUE
EDDK	Germany	LCLK	Cyprus	FALSE	1	Jet-A1	8,1	3,15	25,5	TRUE
EDDK	Germany	LEBL	Spain	FALSE	1	Jet-A1	4.5	3,15	14,2	TRUE
EDDK	Germany	LEVT	Spain	FALSE	3	Jet-A1	14.6	3,15	46,0	TRUE
EDDK	Germany	LFBD	France	FALSE	10	Jet-A1	39.7	3,15	125,1	TRUE
EDDK	Germany	LFBO	France	FALSE	1	Jet-A1	3,6	3,15	11,5	TRUE
EDDK	Germany	LFLL	France	FALSE	12	Jet-A1	40.3	3,15	126,8	TRUE
EDDK	Germany	LFML	France	FALSE	4	Jet-A1	14.7	3,15	46,2	TRUE
EDDK	Germany	LFRN	France	FALSE	1	Jet-A1	3.9	3,15	12,3	TRUE
EDDK	Germany	LHBP	Hungary	FALSE	2	Jet-A1	7.7	3.15	24,2	TRUE
EDDK	Germany	LIMC	Italy	FALSE	36	Jet-A1	109.8	3,15	345,8	TRUE
EDDK	Germany	LIME	Italy	FALSE	16	Jet-A1	47.2	3,15	148,6	TRUE
EDDK	Germany	LIPE	Italy	FALSE	7	Jet-A1	21,8	3,15	68,8	TRUE
EDDK	Germany	LIPZ	Italy	FALSE	2	Jet-A1	7,3	3,15	22,9	TRUE
EDDK	Germany	LIRN	Italy	FALSE	1	Jet-A1	4,5	3,15	14,0	TRUE
EDDK	Germany	LJLJ	Slovenia	FALSE	2	Jet-A1	6.7	3,15	21,2	TRUE
EDDK	Germany	LKPR	Czechia	FALSE	1	Jet-A1	2,6	3,15	8,1	TRUE
EDDK	Germany	LPPR	Portugal	FALSE	1	Jet-A1	5,3	3,15	16,7	TRUE
EDDK	Germany	LRCL	Romania	FALSE	256	Jet-A1	1 280,1	3,15	4 032,3	TRUE
EDDK	Germany	LROP	Romania	FALSE	8	Jet-A1	45,8	3,15	144,4	TRUE
EDDP	Germany	EPKT	Poland	FALSE	16	Jet-A1	43,7	3,15	137,7	TRUE



EDDP	Germany	LBSF	Bulgaria	FALSE	7	Jet-A1	31,5	3,15	99,1	TRUE
EDDP	Germany	LHBP		FALSE	1	Jet-A1	3,2	3,15	10,0	TRUE
			Hungary							TRUE
EDDP	Germany	LKTB	Czechia	FALSE	1	Jet-A1	2,3	3,15	7,3	
EDDP	Germany	LOWL	Austria	FALSE	1	Jet-A1	2,6	3,15	8,3	TRUE
EDDP	Germany	LRBC	Romania	FALSE	2	Jet-A1	9,1	3,15	28,6	TRUE
EDDP	Germany	LRIA	Romania	FALSE	1	Jet-A1	4,3	3,15	13,5	TRUE
EDDP	Germany	LYBE	Serbia	FALSE	5	Jet-A1	18,2	3,15	57,2	TRUE
EIDW	Ireland							3,15	75,8	TRUE
		EDDK	Germany	FALSE	6	Jet-A1	24,1			
EINN	Ireland	EDDK	Germany	FALSE	4	Jet-A1	16,8	3,15	53,0	TRUE
EKBI	Denmark	EDDK	Germany	FALSE	5	Jet-A1	13,9	3,15	43,9	TRUE
EKBI	Denmark	ESSA	Sweden	FALSE	1	Jet-A1	2,8	3,15	8,8	TRUE
ENGM	Norway	EDDP	Germany	FALSE	1	Jet-A1	3,8	3,15	12,1	TRUE
									132,6	TRUE
EPKT	Poland	EDDP	Germany	FALSE	15	Jet-A1	42,1	3,15		
EPRZ	Poland	EDDK	Germany	FALSE	1	Jet-A1	5,2	3,15	16,4	TRUE
EPRZ	Poland	EDDP	Germany	FALSE	1	Jet-A1	3,3	3,15	10,5	TRUE
ESSA	Sweden	EDDB	Germany	FALSE	1	Jet-A1	3,0	3,15	9,5	TRUE
ESSA	Sweden	EDDK	Germany	FALSE	4	Jet-A1	18,6	3,15	58,5	TRUE
										TRUE
LBSF	Bulgaria	EDDK	Germany	FALSE	1	Jet-A1	5,4	3,15	17,0	
LBSF	Bulgaria	EDDP	Germany	FALSE	8	Jet-A1	38,1	3,15	120,0	TRUE
LCLK	Cyprus	EDDK	Germany	FALSE	1	Jet-A1	10,1	3,15	31,9	TRUE
LEBL	Spain	EDDK	Germany	FALSE	1	Jet-A1	5,3	3,15	16,7	TRUE
LEVT		EDDK			2	Jet-A1	9,5	3,15	30,0	TRUE
	Spain		Germany	FALSE						
LEZL	Spain	EDDK	Germany	FALSE	2	Jet-A1	14,4	3,15	45,4	TRUE
LFBD	France	EDDK	Germany	FALSE	9	Jet-A1	31,8	3,15	100,2	TRUE
LFBO	France	EDDK	Germany	FALSE	1	Jet-A1	3,8	3,15	12,0	TRUE
LFLL	France	EDDK	Germany	FALSE	1	Jet-A1	2,8	3,15	8,8	TRUE
LFML	France	EDDK			15		61,4	3,15	193,4	TRUE
			Germany	FALSE		Jet-A1				
LFML	France	LEVT	Spain	FALSE	1	Jet-A1	2,9	3,15	9,0	TRUE
LFPG	France	EDDP	Germany	FALSE	1	Jet-A1	5,3	3,15	16,6	TRUE
LFRN	France	EDDK	Germany	FALSE	1	Jet-A1	2,9	3,15	9,1	TRUE
LHBP	Hungary	EDDK	Germany	FALSE	2	Jet-A1	8,3	3,15	26,2	TRUE
LHBP	Hungary	LRCL			1	Jet-A1	1,9	3,15	6.0	TRUE
			Romania	FALSE						
LIMC	Italy	EDDK	Germany	FALSE	34	Jet-A1	107,0	3,15	336,9	TRUE
LIMC	Italy	EPRZ	Poland	FALSE	1	Jet-A1	4,3	3,15	13,5	TRUE
LIMC	Italy	LRBC	Romania	FALSE	1	Jet-A1	4,3	3,15	13,6	TRUE
LIME	Italy	EDDK	Germany	FALSE	18	Jet-A1	56,4	3,15	177,6	TRUE
									80,5	TRUE
LIPE	Italy	EDDK	Germany	FALSE	7	Jet-A1	25,5	3,15		
LIPZ	Italy	EDDK	Germany	FALSE	2	Jet-A1	7,2	3,15	22,6	TRUE
LIRA	Italy	EDDK	Germany	FALSE	1	Jet-A1	4,4	3,15	13,9	TRUE
LIRN	Italy	EDDK	Germany	FALSE	2	Jet-A1	9,6	3,15	30,2	TRUE
LJLJ	Slovenia	EDDB	Germany	FALSE	1	Jet-A1	2,7	3,15	8,6	TRUE
LJLJ	Slovenia	EDDK	Germany	FALSE	1	Jet-A1	3,7	3,15	11,8	TRUE
LKPR	Czechia	EDDK	Germany	FALSE	1	Jet-A1	2,7	3,15	8,5	TRUE
LOWL	Austria	EDDP	Germany	FALSE	1	Jet-A1	2,8	3,15	8,7	TRUE
LPPR	Portugal	EDDK	Germany	FALSE	1	Jet-A1	5,4	3,15	16,9	TRUE
LRBC	Romania	EDDP	Germany	FALSE	3	Jet-A1	12,9	3,15	40,7	TRUE
								3,15	4 053,2	TRUE
LRCL	Romania	EDDK	Germany	FALSE	249	Jet-A1	1 286,7			TRUE
LRIA	Romania	EDDP	Germany	FALSE	1	Jet-A1	4,8	3,15	15,0	
LRIA LROP	Romania Romania	EDDP	Germany Germany	FALSE	15	Jet-A1 Jet-A1	4,8 84,7	3,15	266,8	TRUE
LROP	Romania	EDDK	Germany	FALSE	15	Jet-A1	84,7	3,15	266,8	
LROP LYBE	Romania Serbia	EDDK EDDM	Germany Germany	FALSE FALSE	15 1	Jet-A1 Jet-A1	84,7 3,3	3,15 3,15	266,8 10,3	TRUE TRUE
LROP	Romania	EDDK	Germany	FALSE	15	Jet-A1	84,7	3,15	266,8	TRUE
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LROP LYBE	Romania Serbia	EDDK EDDM	Germany Germany	FALSE FALSE	15 1	Jet-A1 Jet-A1	84,7 3,3	3,15 3,15	266,8 10,3	TRUE TRUE
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LROP LYBE	Romania Serbia	EDDK EDDM	Germany Germany	FALSE FALSE	15 1	Jet-A1 Jet-A1	84,7 3,3	3,15 3,15	266,8 10,3	TRUE TRUE
LROP LYBE	Romania Serbia	EDDK EDDM	Germany Germany	FALSE FALSE	15 1	Jet-A1 Jet-A1	84,7 3,3	3,15 3,15	266,8 10,3	TRUE TRUE
LROP LYBE	Romania Serbia	EDDK EDDM	Germany Germany	FALSE FALSE	15 1	Jet-A1 Jet-A1	84,7 3,3	3,15 3,15	266,8 10,3	TRUE TRUE
LROP LYBE	Romania Serbia	EDDK EDDM	Germany Germany	FALSE FALSE	15 1	Jet-A1 Jet-A1	84,7 3,3	3,15 3,15	266,8 10,3	TRUE TRUE
LROP LYBE	Romania Serbia	EDDK EDDM	Germany Germany	FALSE FALSE	15 1	Jet-A1 Jet-A1	84,7 3,3	3,15 3,15	266,8 10,3	TRUE TRUE
LROP LYBE	Romania Serbia	EDDK EDDM	Germany Germany	FALSE FALSE	15 1	Jet-A1 Jet-A1	84,7 3,3	3,15 3,15	266,8 10,3	TRUE TRUE
LROP LYBE	Romania Serbia	EDDK EDDM	Germany Germany	FALSE FALSE	15 1	Jet-A1 Jet-A1	84,7 3,3	3,15 3,15	266,8 10,3	TRUE TRUE
LROP LYBE	Romania Serbia	EDDK EDDM	Germany Germany	FALSE FALSE	15 1	Jet-A1 Jet-A1	84,7 3,3	3,15 3,15	266,8 10,3	TRUE TRUE
LROP LYBE	Romania Serbia	EDDK EDDM	Germany Germany	FALSE FALSE	15 1	Jet-A1 Jet-A1	84,7 3,3	3,15 3,15	266,8 10,3	TRUE TRUE
LROP LYBE	Romania Serbia	EDDK EDDM	Germany Germany	FALSE FALSE	15 1	Jet-A1 Jet-A1	84,7 3,3	3,15 3,15	266,8 10,3	TRUE TRUE
LROP LYBE	Romania Serbia	EDDK EDDM	Germany Germany	FALSE FALSE	15 1	Jet-A1 Jet-A1	84,7 3,3	3,15 3,15	266,8 10,3	TRUE TRUE
LROP LYBE	Romania Serbia	EDDK EDDM	Germany Germany	FALSE FALSE	15 1	Jet-A1 Jet-A1	84,7 3,3	3,15 3,15	266,8 10,3	TRUE TRUE
LROP LYBE	Romania Serbia	EDDK EDDM	Germany Germany	FALSE FALSE	15 1	Jet-A1 Jet-A1	84,7 3,3	3,15 3,15	266,8 10,3	TRUE TRUE
LROP LYBE	Romania Serbia	EDDK EDDM	Germany Germany	FALSE FALSE	15 1	Jet-A1 Jet-A1	84,7 3,3	3,15 3,15	266,8 10,3	TRUE TRUE
LROP LYBE	Romania Serbia	EDDK EDDM	Germany Germany	FALSE FALSE	15 1	Jet-A1 Jet-A1	84,7 3,3	3,15 3,15	266,8 10,3	TRUE TRUE
LROP LYBE	Romania Serbia	EDDK EDDM	Germany Germany	FALSE FALSE	15 1	Jet-A1 Jet-A1	84,7 3,3	3,15 3,15	266,8 10,3	TRUE TRUE
LROP LYBE	Romania Serbia	EDDK EDDM	Germany Germany	FALSE FALSE	15 1	Jet-A1 Jet-A1	84,7 3,3	3,15 3,15	266,8 10,3	TRUE TRUE
LROP LYBE	Romania Serbia	EDDK EDDM	Germany Germany	FALSE FALSE	15 1	Jet-A1 Jet-A1	84,7 3,3	3,15 3,15	266,8 10,3	TRUE TRUE
LROP LYBE	Romania Serbia	EDDK EDDM	Germany Germany	FALSE FALSE	15 1	Jet-A1 Jet-A1	84,7 3,3	3,15 3,15	266,8 10,3	TRUE TRUE
LROP LYBE	Romania Serbia	EDDK EDDM	Germany Germany	FALSE FALSE	15 1	Jet-A1 Jet-A1	84,7 3,3	3,15 3,15	266,8 10,3	TRUE TRUE
LROP LYBE	Romania Serbia	EDDK EDDM	Germany Germany	FALSE FALSE	15 1	Jet-A1 Jet-A1	84,7 3,3	3,15 3,15	266,8 10,3	TRUE TRUE
LROP LYBE	Romania Serbia	EDDK EDDM	Germany Germany	FALSE FALSE	15 1	Jet-A1 Jet-A1	84,7 3,3	3,15 3,15	266,8 10,3	TRUE TRUE
LROP LYBE	Romania Serbia	EDDK EDDM	Germany Germany	FALSE FALSE	15 1	Jet-A1 Jet-A1	84,7 3,3	3,15 3,15	266,8 10,3	TRUE TRUE
LROP LYBE	Romania Serbia	EDDK EDDM	Germany Germany	FALSE FALSE	15 1	Jet-A1 Jet-A1	84,7 3,3	3,15 3,15	266,8 10,3	TRUE TRUE
LROP LYBE	Romania Serbia	EDDK EDDM	Germany Germany	FALSE FALSE	15 1	Jet-A1 Jet-A1	84,7 3,3	3,15 3,15	266,8 10,3	TRUE TRUE
LROP LYBE	Romania Serbia	EDDK EDDM	Germany Germany	FALSE FALSE	15 1	Jet-A1 Jet-A1	84,7 3,3	3,15 3,15	266,8 10,3	TRUE TRUE
LROP LYBE	Romania Serbia	EDDK EDDM	Germany Germany	FALSE FALSE	15 1	Jet-A1 Jet-A1	84,7 3,3	3,15 3,15	266,8 10,3	TRUE TRUE
LROP LYBE	Romania Serbia	EDDK EDDM	Germany Germany	FALSE FALSE	15 1	Jet-A1 Jet-A1	84,7 3,3	3,15 3,15	266,8 10,3	TRUE TRUE
LROP LYBE	Romania Serbia	EDDK EDDM	Germany Germany	FALSE FALSE	15 1	Jet-A1 Jet-A1	84,7 3,3	3,15 3,15	266,8 10,3	TRUE TRUE
LROP LYBE	Romania Serbia	EDDK EDDM	Germany Germany	FALSE FALSE	15 1	Jet-A1 Jet-A1	84,7 3,3	3,15 3,15	266,8 10,3	TRUE TRUE
LROP LYBE	Romania Serbia	EDDK EDDM	Germany Germany	FALSE FALSE	15 1	Jet-A1 Jet-A1	84,7 3,3	3,15 3,15	266,8 10,3	TRUE TRUE
LROP LYBE	Romania Serbia	EDDK EDDM	Germany Germany	FALSE FALSE	15 1	Jet-A1 Jet-A1	84,7 3,3	3,15 3,15	266,8 10,3	TRUE TRUE
LROP LYBE	Romania Serbia	EDDK EDDM	Germany Germany	FALSE FALSE	15 1	Jet-A1 Jet-A1	84,7 3,3	3,15 3,15	266,8 10,3	TRUE TRUE
LROP LYBE	Romania Serbia	EDDK EDDM	Germany Germany	FALSE FALSE	15 1	Jet-A1 Jet-A1	84,7 3,3	3,15 3,15	266,8 10,3	TRUE TRUE
LROP LYBE	Romania Serbia	EDDK EDDM	Germany Germany	FALSE FALSE	15 1	Jet-A1 Jet-A1	84,7 3,3	3,15 3,15	266,8 10,3	TRUE TRUE
LROP LYBE	Romania Serbia	EDDK EDDM	Germany Germany	FALSE FALSE	15 1	Jet-A1 Jet-A1	84,7 3,3	3,15 3,15	266,8 10,3	TRUE TRUE
LROP LYBE	Romania Serbia	EDDK EDDM	Germany Germany	FALSE FALSE	15 1	Jet-A1 Jet-A1	84,7 3,3	3,15 3,15	266,8 10,3	TRUE TRUE
LROP LYBE	Romania Serbia	EDDK EDDM	Germany Germany	FALSE FALSE	15 1	Jet-A1 Jet-A1	84,7 3,3	3,15 3,15	266,8 10,3	TRUE TRUE
LROP LYBE	Romania Serbia	EDDK EDDM	Germany Germany	FALSE FALSE	15 1	Jet-A1 Jet-A1	84,7 3,3	3,15 3,15	266,8 10,3	TRUE TRUE
LROP LYBE	Romania Serbia	EDDK EDDM	Germany Germany	FALSE FALSE	15 1	Jet-A1 Jet-A1	84,7 3,3	3,15 3,15	266,8 10,3	TRUE TRUE
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