

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:

2022

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:

"EUROPEAN AIR CHARTER"

27538

1

12

TRUE

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

66 911 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

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):

0 t CO₂

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).

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:

162 576 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:

02.03.2023

Date

APIK GARABEDIAN

Name and Signature of
legally responsible person

Template version information:

Template provided by:	European Commission
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GENERAL INFORMATION ABOUT THIS REPORT

1 Reporting Year and Scope

- (a) Reporting year:
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:
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:
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?
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.
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.
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:
- (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:

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 EU ETS Directive.
- (b) Unique Identifier as stated in the Commission's list of aircraft operators:
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:
The ICAO designator should be that specified in box 7 of the ICAO flight plan (excluding the flight identification) as specified in ICAO document B585. 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 number) 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 pursuant to Art. 18a of the Directive:
- (g) Competent authority in this Member State:
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 issuing authority in the drop-down list, you can enter list name like in a normal text field.
- | | |
|---------------------------|--|
| Air Operator Certificate: | BG 06 |
| AOC Issuing authority: | Bulgaria - Civil Aviation Administration |
| Operating Licence: | BG 1008-32 |

Identification and description



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

(ii) 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 emissions specialist
Organisation name (if acting on behalf of the aircraft operator):	
Telephone number:	359 888 129 045
Email address:	b.kancheva@euaircharter.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@euaircharter.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@euaircharter.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 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 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:	David
Surname:	Malenek
Email address:	david.malenek@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) 2019/2067), 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.

Identification and description



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:
- (b) Date of approval of the used monitoring plan:
- (c) Have there been any deviations from your approved monitoring plan during the reporting year?
- (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:
- (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:

(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 CO₂t.

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 CO ₂ / 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					

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					

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

Emissions overview



(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	21 241,72	66 911	0	0
2	Jet gasoline (Jet B)	3,10				
3	Aviation gasoline (AvGas)	3,10				
4						
5						

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: **66 911**

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						

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 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	
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. 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 55(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:

(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	<i>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.</i>
Reason	<i>Please describe here the reason why the data gap occurred</i>
Type	<i>Please describe here the type of data gap, such as "density measurement not available", "fuel uplift not available", "flights missing activity list", etc.</i>
Replacement method	<i>Please indicate the method of determining surrogate data, by referencing the procedure in your monitoring plan, or by "small emitter tool" etc.</i>
Emissions	<i>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.</i>

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

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.

	Emissions from each Fuel [t CO ₂]					TOTAL [t CO ₂]	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	66 911	0	0	0	0	66 911	3 371
B	1 368	0	0	0	0	1 368	195
C	65 543	0	0	0	0	65 543	3 176
D	65 543	0	0	0	0	65 543	3 176

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):

66 911 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.

Member State of departure and arrival	Emissions from each Fuel [t CO ₂]					TOTAL [t CO ₂]	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>		
Austria	14					14	3
Belgium						0	
Bulgaria	217					217	37
Croatia						0	
Cyprus						0	
Czechia						0	
Denmark						0	
Estonia						0	
Finland						0	
France						0	
Germany	666					666	88
Greece	312					312	46
Hungary						0	
Iceland						0	
Ireland						0	
Italy	50					50	5
Latvia						0	
Liechtenstein						0	
Lithuania						0	
Luxembourg						0	
Malta						0	
Netherlands						0	
Norway						0	
Poland						0	
Portugal						0	
Romania						0	
Slovakia	109					109	16
Slovenia						0	
Spain						0	
Sweden						0	
Sum of domestic flights:	1 368	0	0	0	0	1 368	195

- (c) Aggregated CO₂ emissions from all flights departing from each Member State to another Member State, to Switzerland, or to the UK

Emissions Data



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	State of arrival	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>		
Austria	Bulgaria	464					464	31
Austria	Greece	6 024					6 024	276
Austria	Cyprus	156					156	6
Belgium	Italy	16					16	1
Bulgaria	Austria	486					486	30
Bulgaria	Germany	11 531					11 531	533
Bulgaria	Greece	46					46	4
Bulgaria	Denmark	489					489	20
Bulgaria	Estonia	110					110	4
Bulgaria	Ireland	34					34	1
Bulgaria	Spain	37					37	1
Bulgaria	Italy	434					434	23
Bulgaria	Lithuania	21					21	1
Bulgaria	Malta	18					18	1
Bulgaria	Poland	2 423					2 423	137
Bulgaria	Slovakia	965					965	62
Bulgaria	Finland	24					24	1
Bulgaria	France	20					20	1
Bulgaria	Croatia	15					15	1
Bulgaria	Czechia	233					233	12
Bulgaria	Sweden	27					27	1
Germany	Austria	11					11	1
Germany	Bulgaria	10 511					10 511	528
Germany	Greece	5 320					5 320	221
Germany	Spain	4 014					4 014	234
Germany	Italy	293					293	17
Greece	Austria	6 653					6 653	277
Greece	Bulgaria	57					57	5
Greece	Germany	5 879					5 879	220
Denmark	Bulgaria	439					439	20
Estonia	Bulgaria	113					113	4
Ireland	Bulgaria	32					32	1
Spain	Bulgaria	34					34	1
Spain	Germany	4 155					4 155	234
Italy	Belgium	21					21	1
Italy	Bulgaria	399					399	23
Italy	Germany	321					321	17
Cyprus	Austria	147					147	5
Cyprus	Germany	9					9	1
Lithuania	Bulgaria	20					20	1
Malta	Bulgaria	17					17	1
Poland	Bulgaria	2 292					2 292	137
Slovakia	Bulgaria	894					894	62
Finland	Bulgaria	55					55	2
France	Bulgaria	34					34	2
Croatia	Bulgaria	14					14	1
Czechia	Bulgaria	217					217	12
Sweden	Bulgaria	24					24	1
< Please add additional rows above this row, if needed >								
Aggregated CO2 emissions from all flights departing from each Member State to another Member State, to Switzerland, or to the UK		65 543	0	0	0	0	65 543	3 176

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]					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>		

Emissions Data



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.

State of departure and arrival	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>		
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.

Member State of departure	State of arrival	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>		
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	
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 - DOCC003) and subtypes (if you have used such further classification 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 filed alternative fuels in section 5(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	Fuel for CH ETS	used for CORSIA (if applicable)
				Starting date	End date	Jet-A	Jet-A1	Jet-B	AvGas	other	True			
McDonnell Douglas Model DC-9-82 (MD-82)		LZ-LDJ	EUROPEAN AIR CHARTER			TRUE						TRUE	FALSE	TRUE
McDonnell Douglas Model DC-9-82 (MD-82)		LZ-LDK	EUROPEAN AIR CHARTER		11.01.2022	FALSE						FALSE	FALSE	FALSE
McDonnell Douglas Model DC-9-82 (MD-82)		LZ-LDM	EUROPEAN AIR CHARTER			TRUE						TRUE	FALSE	TRUE
McDonnell Douglas Model DC-9-82 (MD-82)		LZ-LDN	EUROPEAN AIR CHARTER			TRUE						TRUE	FALSE	TRUE
McDonnell Douglas Model DC-9-82 (MD-82)		LZ-LDP	EUROPEAN AIR CHARTER			TRUE						TRUE	FALSE	TRUE
McDonnell Douglas Model DC-9-82 (MD-82)		LZ-LDS	EUROPEAN AIR CHARTER			TRUE						TRUE	FALSE	TRUE
McDonnell Douglas Model DC-9-82 (MD-82)		LZ-LDT	EUROPEAN AIR CHARTER			TRUE						TRUE	FALSE	TRUE
McDonnell Douglas Model DC-9-82 (MD-82)		LZ-LDU	EUROPEAN AIR CHARTER			TRUE						TRUE	FALSE	TRUE
McDonnell Douglas Model DC-9-82 (MD-82)		LZ-LDW	EUROPEAN AIR CHARTER			TRUE						TRUE	FALSE	TRUE
AIRBUS A320		LZ-LAA	EUROPEAN AIR CHARTER			TRUE						TRUE	FALSE	TRUE
AIRBUS A320		LZ-LAB	EUROPEAN AIR CHARTER			TRUE						TRUE	FALSE	TRUE
AIRBUS A320		LZ-LAC	EUROPEAN AIR CHARTER			TRUE						TRUE	FALSE	TRUE
AIRBUS A320		LZ-LAD	EUROPEAN AIR CHARTER			TRUE						TRUE	FALSE	TRUE
AIRBUS A320		LZ-LAE	EUROPEAN AIR CHARTER			TRUE						TRUE	FALSE	TRUE
AIRBUS A320		LZ-LAG	EUROPEAN AIR CHARTER			TRUE						TRUE	FALSE	TRUE
AIRBUS A320		LZ-LAH	SASOF IV AVIATION IRELAND DAC	20.05.2022		TRUE						TRUE	FALSE	TRUE
AIRBUS A320		LZ-LAI	ACS AERO 2 ALPHA LIMITED	28.06.2022		TRUE						TRUE	FALSE	TRUE
AIRBUS A320		LZ-LAJ	SIRIUS OPPORTUNITIES NO.1 DAC	28.10.2022		TRUE						TRUE	FALSE	TRUE
AIRBUS A320		LZ-LAK	SASOF II(C) AVIATION IRELAND LIMITED	19.12.2022		TRUE						TRUE	FALSE	TRUE

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 sufficient.



Member State specific further information

10 Comments

Space for further Comments:

[<<< Click here to proceed to section 11 "Emissions per aerodrome pair" >>>](#)

MS specific content



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 CO ₂]
Aerodrome of departure	Aerodrome of arrival		
EBBR	LIRF	1	16
EDDB	LBBG	12	224
EDDB	LBWN	14	272
EDDC	LBBG	19	359
EDDE	LBBG	9	188
EDDF	EDDV	2	14
EDDF	LBBG	39	790
EDDF	LBSF	1	16
EDDF	LBWN	17	346
EDDF	LGIR	9	207
EDDF	LGRP	29	710
EDDH	EDDB	2	15
EDDH	EDDL	2	13
EDDH	EDDM	2	20
EDDH	EDDP	1	8
EDDH	LBBG	14	311
EDDH	LBWN	14	329
EDDK	EDDM	1	6
EDDK	EDDS	3	24
EDDK	LBBG	1	21
EDDK	LBWN	17	372
EDDK	LEPA	165	3 015
EDDK	LGIR	70	1 830
EDDL	EDDF	1	5
EDDL	EDDM	2	15
EDDL	EDDP	25	219
EDDL	EDDS	1	6
EDDL	EDDV	2	13
EDDL	LBBG	30	649
EDDL	LBSF	1	18
EDDL	LBWN	29	600
EDDL	LEPA	1	17
EDDL	LGIR	6	143
EDDL	LGRP	6	145
EDDM	EDDH	1	9
EDDM	EDDL	1	7
EDDM	EDDP	1	6
EDDM	LBBG	15	274
EDDM	LBSF	1	14
EDDM	LBWN	6	113
EDDN	EDDV	1	6
EDDP	EDDF	1	7
EDDP	EDDL	25	179
EDDP	EDDS	1	9
EDDP	EDDV	2	12
EDDP	LBBG	68	1 245
EDDP	LBWN	58	1 087
EDDP	LGRP	27	643
EDDP	LICA	17	294
EDDS	EDDL	1	7



EDDS	EDDP	1	8
EDDS	LBBG	32	624
EDDS	LBSF	1	17
EDDS	LBWN	19	395
EDDS	LGIR	1	27
EDDV	EDDF	3	24
EDDV	EDDK	2	12
EDDV	EDDL	2	10
EDDV	EDDN	1	6
EDDV	LBBG	48	962
EDDV	LBWN	62	1 271
EDDV	LEPA	1	18
EDDV	LGKO	4	96
EDDV	LGRP	7	172
EDDV	LOWW	1	11
EDLP	EDDL	1	5
EDNY	LBSF	1	14
EDNY	LEPA	67	965
EDNY	LGIR	12	261
EDNY	LGKO	23	490
EDNY	LGRP	27	595
EETN	LBBG	4	114
EFHK	LBWN	1	24
EFRO	LBSF	1	30
EIDW	LBWN	1	32
EKBI	LBWN	6	151
EKBI	LBBG	7	150
EKCH	LBBG	7	138
EPGD	LBBG	15	301
EPKT	LBBG	33	490
EPKT	LBWN	18	280
EPPO	LBBG	27	500
EPPO	LBWN	1	13
EPRZ	LBBG	14	218
EPRZ	LBSF	1	12
EPWR	LBBG	28	479
ESSA	LBBG	1	24
EYVI	LBWN	1	20
LBBG	EDDB	12	249
LBBG	EDDC	19	393
LBBG	EDDE	9	201
LBBG	EDDF	39	875
LBBG	EDDH	17	387
LBBG	EDDK	1	23
LBBG	EDDL	29	655
LBBG	EDDM	13	257
LBBG	EDDP	68	1 336
LBBG	EDDS	32	700
LBBG	EDDV	49	1 071
LBBG	EETN	4	110
LBBG	EKBI	6	146
LBBG	EKCH	7	156
LBBG	EPGD	15	315
LBBG	EPKT	34	541
LBBG	EPPO	27	514
LBBG	EPRZ	15	254
LBBG	EPWR	28	504
LBBG	ESSA	1	27
LBBG	LBSF	3	21
LBBG	LBWN	5	15
LBBG	LKPR	12	233
LBBG	LOWL	7	131
LBBG	LOWW	20	314
LBBG	LZIB	24	381
LBBG	LZKZ	15	212
LBBG	LZTT	22	358
LBSF	EDDF	1	17
LBSF	EDDK	1	18
LBSF	EDDM	1	13



LBSF	EDDS	1	18
LBSF	EDDV	1	18
LBSF	EIDW	1	34
LBSF	EYVI	1	21
LBSF	LBBG	2	12
LBSF	LBWN	13	84
LBSF	LFSB	1	20
LBSF	LGRP	1	9
LBSF	LGSR	3	37
LBSF	LIBD	1	11
LBSF	LIEO	9	171
LBSF	LMML	1	18
LBSF	LOWG	1	13
LBSF	LOWL	2	29
LBSF	LICJ	1	14
LBSF	LIME	1	13
LBSF	LIPX	1	16
LBWN	EDDB	12	247
LBWN	EDDF	15	338
LBWN	EDDH	17	438
LBWN	EDDK	17	381
LBWN	EDDL	31	703
LBWN	EDDM	7	144
LBWN	EDDP	59	1 230
LBWN	EDDS	17	393
LBWN	EDDV	64	1 411
LBWN	EDNY	1	17
LBWN	EFHK	1	24
LBWN	EKBI	7	187
LBWN	EPKT	17	277
LBWN	EPPO	1	19
LBWN	LBBG	3	9
LBWN	LBSF	11	74
LBWN	LDZA	1	15
LBWN	LEZL	1	37
LBWN	LICB	1	20
LBWN	LIEO	3	66
LBWN	LIME	1	22
LBWN	LIRF	1	20
LBWN	LIRZ	4	81
LBWN	LZIB	1	14
LCLK	LGRP	1	9
LCLK	LOWG	3	86
LCLK	LOWL	2	61
LDZA	LBWN	1	14
LEPA	EDDK	165	3 087
LEPA	EDDL	1	20
LEPA	EDDV	1	18
LEPA	EDNY	67	1 031
LEZL	LBWN	1	34
LFMT	LBSF	1	15
LFSB	LBSF	1	19
LGIR	EDDF	9	244
LGIR	EDDK	71	2 007
LGIR	EDDL	5	140
LGIR	EDNY	12	286
LGIR	LOWG	55	1 275
LGIR	LOWL	64	1 633
LGIR	LBWN	1	11
LGKO	LGKP	35	231
LGKO	EDDV	4	111
LGKO	EDNY	23	549
LGKP	LOWG	17	395
LGKP	LOWL	18	466
LGKR	LGZA	11	82
LGKR	LOWL	12	202
LGRP	EDDF	29	787
LGRP	EDDL	6	177
LGRP	EDDP	27	694



LGRP	EDDV	7	201
LGRP	EDNY	27	684
LGRP	LBSF	1	10
LGRP	LOWG	38	907
LGRP	LOWL	62	1 591
LGSR	LBSF	3	36
LGZA	LOWG	11	184
LIBC	LIMP	1	13
LIBD	LBSF	1	12
LICA	EDDP	17	321
LICB	LBWN	1	20
LICJ	LBSF	1	13
LIEO	LBSF	9	153
LIEO	LBWN	2	43
LIEO	LIPO	1	9
LIME	LBWN	1	21
LIME	LBSF	1	15
LIMP	LIBC	1	14
LIMP	LIRF	1	7
LIPO	LBWN	1	17
LIPX	LBSF	1	13
LIRF	EBBR	1	21
LIRF	LBWN	1	17
LIRF	LIMP	1	7
LIRZ	LBWN	4	76
LKPR	LBBG	12	217
LMML	LBSF	1	17
LOWG	LBSF	1	11
LOWG	LBWN	1	13
LOWG	LCLK	3	78
LOWG	LGIR	55	1 174
LOWG	LGKO	17	341
LOWG	LGKR	11	152
LOWG	LGRP	38	828
LOWG	LOWL	1	4
LOWL	LBBG	7	123
LOWL	LBWN	1	14
LOWL	LCLK	3	79
LOWL	LGIR	64	1 497
LOWL	LGKO	18	401
LOWL	LGKR	12	198
LOWL	LGRP	61	1 433
LOWL	LOWG	2	9
LOWVV	LBBG	21	302
LZIB	LBBG	29	423
LZIB	LZKZ	5	35
LZIB	LZTT	1	6
LZKZ	LBBG	12	167
LZKZ	LZIB	8	56
LZTT	LBBG	21	303
LZTT	LZIB	2	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:		3 371	66 910
Compare data entered in section 5:		3 371	66 911



(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):	162 576	t CO2
Total CO2 emissions from flights subject to offsetting requirements (in tonnes):	78 271	t CO2
Total number of international flights during reporting period:	6 022	
Total number of international flights subject to offsetting requirements:	3 763	
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	51 611,30	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	Fuel type Feedstock	Conversion process	Total mass of the neat CORSIA eligible fuel (in tonnes)	Life Cycle Emissions	Emission reductions claimed	Unit
						t CO2
						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							
DTNH	Tunisia	LBSF	Bulgaria	FALSE	34	Jet-A1	207,7	3,15	654,3	FALSE
DTNH	Tunisia	LBWN	Bulgaria	FALSE	4	Jet-A1	27,5	3,15	86,5	FALSE
DTTJ	Tunisia	HEGN	Egypt	FALSE	1	Jet-A1	8,5	3,15	26,8	FALSE
DTNH	Tunisia	HECA	Egypt	FALSE	1	Jet-A1	8,5	3,15	26,9	FALSE
DTTJ	Tunisia	EDDF	Germany	FALSE	9	Jet-A1	63,6	3,15	200,2	FALSE
DTTJ	Tunisia	LBSF	Bulgaria	FALSE	14	Jet-A1	92,2	3,15	290,5	FALSE
EBBR	Belgium	LIRF	Italy	FALSE	1	Jet-A1	5,1	3,15	16,0	TRUE
EDDB	Germany	LBBG	Bulgaria	FALSE	12	Jet-A1	71,0	3,15	223,7	TRUE
EDDB	Germany	LBWN	Bulgaria	FALSE	14	Jet-A1	86,5	3,15	272,4	TRUE
EDDC	Germany	LBBG	Bulgaria	FALSE	19	Jet-A1	114,0	3,15	359,1	TRUE
EDDE	Germany	LBBG	Bulgaria	FALSE	9	Jet-A1	59,7	3,15	188,2	TRUE
EDDF	Germany	DTTJ	Tunisia	FALSE	9	Jet-A1	61,8	3,15	194,8	FALSE
EDDF	Germany	HEGN	Egypt	FALSE	80	Jet-A1	925,8	3,15	2 916,4	FALSE
EDDF	Germany	HEMA	Egypt	FALSE	73	Jet-A1	918,7	3,15	2 894,0	FALSE
EDDF	Germany	HESH	Egypt	FALSE	2	Jet-A1	19,8	3,15	62,5	FALSE
EDDF	Germany	LBBG	Bulgaria	FALSE	39	Jet-A1	250,8	3,15	790,1	TRUE
EDDF	Germany	LBSF	Bulgaria	FALSE	1	Jet-A1	5,2	3,15	16,4	TRUE
EDDF	Germany	LBWN	Bulgaria	FALSE	17	Jet-A1	110,0	3,15	346,4	TRUE
EDDF	Germany	LGRP	Greece	FALSE	9	Jet-A1	65,8	3,15	207,4	TRUE
EDDH	Germany	LBBG	Bulgaria	FALSE	29	Jet-A1	225,3	3,15	709,6	TRUE
EDDH	Germany	LBWN	Bulgaria	FALSE	14	Jet-A1	98,7	3,15	310,9	TRUE
EDDK	Germany	HEGN	Egypt	FALSE	14	Jet-A1	104,4	3,15	328,8	TRUE
EDDK	Germany	LBBG	Bulgaria	FALSE	5	Jet-A1	61,8	3,15	194,7	FALSE
EDDK	Germany	LBWN	Bulgaria	FALSE	1	Jet-A1	6,6	3,15	20,8	TRUE
EDDK	Germany	LBWN	Bulgaria	FALSE	17	Jet-A1	118,0	3,15	371,8	TRUE
FDDK	Germany	LEPA	Spain	FALSE	165	Jet-A1	957,0	3,15	3 014,6	TRUE
EDDK	Germany	LGRP	Greece	FALSE	70	Jet-A1	581,0	3,15	1 830,3	TRUE
EDDL	Germany	GCLP	Spain	FALSE	33	Jet-A1	412,1	3,15	1 298,2	TRUE
EDDL	Germany	HEGN	Egypt	FALSE	152	Jet-A1	1 901,7	3,15	5 990,4	FALSE
EDDL	Germany	HEMA	Egypt	FALSE	102	Jet-A1	1 350,7	3,15	4 254,7	FALSE
EDDL	Germany	HESH	Egypt	FALSE	12	Jet-A1	149,1	3,15	469,6	FALSE
EDDL	Germany	LBBG	Bulgaria	FALSE	30	Jet-A1	205,9	3,15	648,6	TRUE
EDDL	Germany	LBSF	Bulgaria	FALSE	1	Jet-A1	5,6	3,15	17,7	TRUE
EDDL	Germany	LBWN	Bulgaria	FALSE	29	Jet-A1	190,4	3,15	599,9	TRUE



EDDL	Germany	LEPA	Spain	FALSE	1	Jet-A1	5.2	3.15	16.5	TRUE
EDDL	Germany	LGIR	Greece	FALSE	6	Jet-A1	45.5	3.15	143.4	TRUE
EDDL	Germany	LGRP	Greece	FALSE	6	Jet-A1	46.1	3.15	145.3	TRUE
EDDL	Germany	LYTV	Montenegro	FALSE	4	Jet-A1	21.6	3.15	68.1	TRUE
EDDM	Germany	HEGN	Egypt	FALSE	16	Jet-A1	168.1	3.15	529.4	FALSE
EDDM	Germany	HEMA	Egypt	FALSE	13	Jet-A1	149.8	3.15	472.0	FALSE
EDDM	Germany	LBBG	Bulgaria	FALSE	15	Jet-A1	87.0	3.15	274.1	TRUE
EDDM	Germany	LBSF	Bulgaria	FALSE	1	Jet-A1	4.5	3.15	14.1	TRUE
EDDM	Germany	LBWN	Bulgaria	FALSE	6	Jet-A1	35.7	3.15	112.5	TRUE
EDDM	Germany	LYTV	Montenegro	FALSE	2	Jet-A1	7.9	3.15	24.8	TRUE
EDDN	Germany	HEGN	Egypt	FALSE	1	Jet-A1	10.6	3.15	33.3	FALSE
EDDP	Germany	GCLP	Spain	FALSE	31	Jet-A1	418.9	3.15	1319.4	TRUE
EDDP	Germany	HEGN	Egypt	FALSE	99	Jet-A1	1134.5	3.15	3573.7	FALSE
EDDP	Germany	HEMA	Egypt	FALSE	113	Jet-A1	1400.9	3.15	4412.8	FALSE
EDDP	Germany	HESH	Egypt	FALSE	26	Jet-A1	290.1	3.15	913.9	FALSE
EDDP	Germany	LBBG	Bulgaria	FALSE	68	Jet-A1	395.4	3.15	1245.4	TRUE
EDDP	Germany	LGRW	Bulgaria	FALSE	58	Jet-A1	345.2	3.15	1087.4	TRUE
EDDP	Germany	LGRP	Greece	FALSE	27	Jet-A1	204.2	3.15	643.2	TRUE
EDDP	Germany	LICA	Italy	FALSE	17	Jet-A1	93.2	3.15	293.5	TRUE
EDDP	Germany	LYTV	Montenegro	FALSE	2	Jet-A1	10.2	3.15	32.2	TRUE
EDDS	Germany	LBBG	Bulgaria	FALSE	32	Jet-A1	198.2	3.15	624.4	TRUE
EDDS	Germany	LBSF	Bulgaria	FALSE	1	Jet-A1	5.3	3.15	16.8	TRUE
EDDS	Germany	LBWN	Bulgaria	FALSE	19	Jet-A1	125.3	3.15	394.8	TRUE
EDDS	Germany	LGIR	Greece	FALSE	1	Jet-A1	8.4	3.15	26.5	TRUE
EDDV	Germany	HEGN	Egypt	FALSE	132	Jet-A1	1612.0	3.15	5077.9	FALSE
EDDV	Germany	HEMA	Egypt	FALSE	83	Jet-A1	1095.5	3.15	3450.8	FALSE
EDDV	Germany	LBBG	Bulgaria	FALSE	48	Jet-A1	305.2	3.15	961.5	TRUE
EDDV	Germany	LBWN	Bulgaria	FALSE	62	Jet-A1	403.6	3.15	1271.2	TRUE
EDDV	Germany	LEPA	Spain	FALSE	1	Jet-A1	5.6	3.15	17.7	TRUE
EDDV	Germany	LGKO	Greece	FALSE	4	Jet-A1	30.5	3.15	96.2	TRUE
EDDV	Germany	LGRP	Greece	FALSE	7	Jet-A1	54.6	3.15	172.0	TRUE
EDDV	Germany	LOWW	Austria	FALSE	1	Jet-A1	3.5	3.15	11.0	TRUE
EDNY	Germany	LBSF	Bulgaria	FALSE	1	Jet-A1	4.3	3.15	13.5	TRUE
EDNY	Germany	LEPA	Spain	FALSE	67	Jet-A1	306.4	3.15	965.2	TRUE
EDNY	Germany	LGIR	Greece	FALSE	12	Jet-A1	83.0	3.15	261.4	TRUE
EDNY	Germany	LQKO	Greece	FALSE	23	Jet-A1	155.5	3.15	489.9	TRUE
EDNY	Germany	LGRP	Greece	FALSE	27	Jet-A1	188.7	3.15	594.5	TRUE
EETN	Estonia	LBBG	Bulgaria	FALSE	4	Jet-A1	36.0	3.15	113.5	TRUE
EFHK	Finland	LBWN	Bulgaria	FALSE	1	Jet-A1	7.7	3.15	24.1	TRUE
EFRO	Finland	LBSF	Bulgaria	FALSE	1	Jet-A1	9.7	3.15	30.4	TRUE
EGSY	United Kingdom	LBSF	Bulgaria	FALSE	1	Jet-A1	7.2	3.15	22.7	TRUE
EIDW	Ireland	LBWN	Bulgaria	FALSE	1	Jet-A1	10.0	3.15	31.5	TRUE
EKBI	Denmark	LBWN	Bulgaria	FALSE	6	Jet-A1	47.9	3.15	150.8	TRUE
EKBI	Denmark	LBBG	Bulgaria	FALSE	7	Jet-A1	47.6	3.15	149.8	TRUE
EKCH	Denmark	LBBG	Bulgaria	FALSE	7	Jet-A1	43.8	3.15	138.1	TRUE
EPGD	Poland	LBBG	Bulgaria	FALSE	15	Jet-A1	95.4	3.15	300.6	TRUE
EPKT	Poland	LBBG	Bulgaria	FALSE	33	Jet-A1	155.7	3.15	490.4	TRUE
EPKT	Poland	LBWN	Bulgaria	FALSE	18	Jet-A1	89.0	3.15	280.2	TRUE
EPPO	Poland	LBBG	Bulgaria	FALSE	27	Jet-A1	158.6	3.15	499.6	TRUE
EPPO	Poland	LBWN	Bulgaria	FALSE	1	Jet-A1	4.2	3.15	13.1	TRUE
EPRZ	Poland	LBBG	Bulgaria	FALSE	14	Jet-A1	69.1	3.15	217.8	TRUE
EPRZ	Poland	LBSF	Bulgaria	FALSE	1	Jet-A1	3.7	3.15	11.6	TRUE
EPWR	Poland	LBBG	Bulgaria	FALSE	28	Jet-A1	151.9	3.15	478.6	TRUE
ESSA	Sweden	LBBG	Bulgaria	FALSE	1	Jet-A1	7.7	3.15	24.3	TRUE
EYVI	Lithuania	LBWN	Bulgaria	FALSE	1	Jet-A1	6.5	3.15	20.4	TRUE
GCLP	Spain	EDDL	Germany	FALSE	33	Jet-A1	373.8	3.15	1177.4	TRUE
GCLP	Spain	EDDP	Germany	FALSE	31	Jet-A1	370.5	3.15	1167.2	TRUE
GMFF	Morocco	LBSF	Bulgaria	FALSE	4	Jet-A1	37.2	3.15	117.3	FALSE
GMFF	Morocco	GVAC	Cabo Verde	FALSE	2	Jet-A1	19.8	3.15	62.5	FALSE
GMMX	Morocco	LBSF	Bulgaria	FALSE	2	Jet-A1	19.0	3.15	60.0	FALSE
GVAC	Cabo Verde	GMFF	Morocco	FALSE	2	Jet-A1	19.1	3.15	60.1	FALSE
HECA	Egypt	EDDP	Germany	FALSE	1	Jet-A1	11.7	3.15	37.0	FALSE
HECA	Egypt	LBBG	Bulgaria	FALSE	1	Jet-A1	6.1	3.15	19.3	FALSE
HECA	Egypt	LBSF	Bulgaria	FALSE	23	Jet-A1	164.4	3.15	517.8	FALSE
HECA	Egypt	LBWN	Bulgaria	FALSE	4	Jet-A1	28.3	3.15	89.2	FALSE
HECA	Egypt	DTNH	Tunisia	FALSE	1	Jet-A1	8.0	3.15	25.1	FALSE
HEGN	Egypt	EDDF	Germany	FALSE	79	Jet-A1	1020.9	3.15	3215.7	FALSE
HEGN	Egypt	EDDK	Germany	FALSE	5	Jet-A1	67.0	3.15	211.1	FALSE
HEGN	Egypt	EDDL	Germany	FALSE	150	Jet-A1	2048.1	3.15	6451.5	FALSE
HEGN	Egypt	EDDM	Germany	FALSE	16	Jet-A1	196.6	3.15	619.3	FALSE
HEGN	Egypt	EDDN	Germany	FALSE	1	Jet-A1	12.2	3.15	38.3	FALSE
HEGN	Egypt	EDDP	Germany	FALSE	98	Jet-A1	1231.6	3.15	3879.6	FALSE
HEGN	Egypt	EDDV	Germany	FALSE	132	Jet-A1	1759.2	3.15	5541.4	FALSE
HEGN	Egypt	LBBG	Bulgaria	FALSE	2	Jet-A1	13.3	3.15	41.8	FALSE
HEGN	Egypt	LBSF	Bulgaria	FALSE	49	Jet-A1	418.2	3.15	1317.2	FALSE
HEGN	Egypt	LBWN	Bulgaria	FALSE	10	Jet-A1	87.8	3.15	276.5	FALSE
HEGN	Egypt	LTAZ	Turkey	FALSE	1	Jet-A1	6.1	3.15	19.1	FALSE
HEMA	Egypt	EDDF	Germany	FALSE	73	Jet-A1	1002.0	3.15	3156.3	FALSE
HEMA	Egypt	FDDL	Germany	FALSE	102	Jet-A1	1468.1	3.15	4624.4	FALSE
HEMA	Egypt	EDDM	Germany	FALSE	13	Jet-A1	168.1	3.15	529.5	FALSE
HEMA	Egypt	EDDP	Germany	FALSE	113	Jet-A1	1507.1	3.15	4747.3	FALSE
HEMA	Egypt	EDDV	Germany	FALSE	82	Jet-A1	1149.0	3.15	3619.3	FALSE
HEMA	Egypt	EDLP	Germany	FALSE	1	Jet-A1	14.6	3.15	46.1	FALSE
HEMA	Egypt	LBSF	Bulgaria	FALSE	1	Jet-A1	7.3	3.15	22.9	FALSE
HESH	Egypt	EDDF	Germany	FALSE	2	Jet-A1	23.6	3.15	74.2	FALSE
HESH	Egypt	EDDL	Germany	FALSE	14	Jet-A1	190.5	3.15	600.2	FALSE
HESH	Egypt	EDDP	Germany	FALSE	26	Jet-A1	330.1	3.15	1039.8	FALSE
HESH	Egypt	LBBG	Bulgaria	FALSE	2	Jet-A1	16.2	3.15	50.9	FALSE
HESH	Egypt	LBSF	Bulgaria	FALSE	21	Jet-A1	179.3	3.15	564.8	FALSE
HESH	Egypt	LBWN	Bulgaria	FALSE	1	Jet-A1	6.8	3.15	21.4	FALSE
HESN	Egypt	LBSF	Bulgaria	FALSE	4	Jet-A1	36.3	3.15	114.2	FALSE
HESN	Egypt	HKMO	Kenya	FALSE	3	Jet-A1	38.0	3.15	113.3	FALSE
HESN	Egypt	HTZA	United Republic of Tanzania	FALSE	2	Jet-A1	26.1	3.15	82.2	FALSE
HKMO	Kenya	HESN	Egypt	FALSE	3	Jet-A1	36.5	3.15	115.0	FALSE
HTZA	United Republic of Tanzania	HESN	Egypt	FALSE	1	Jet-A1	11.7	3.15	36.8	FALSE
LBBG	Bulgaria	EDDB	Germany	FALSE	12	Jet-A1	78.9	3.15	248.6	TRUE
LBBG	Bulgaria	EDDC	Germany	FALSE	19	Jet-A1	124.6	3.15	392.5	TRUE



LBBG	Bulgaria	EDDE	Germany	FALSE	9	Jet-A1	63.9	3.15	201.2	TRUE
LBBG	Bulgaria	EDDF	Germany	FALSE	39	Jet-A1	277.9	3.15	875.4	TRUE
LBBG	Bulgaria	EDDH	Germany	FALSE	17	Jet-A1	122.9	3.15	387.2	TRUE
LBBG	Bulgaria	EDDK	Germany	FALSE	1	Jet-A1	7.2	3.15	22.6	TRUE
LBBG	Bulgaria	EDDL	Germany	FALSE	29	Jet-A1	208.0	3.15	655.1	TRUE
LBBG	Bulgaria	EDDM	Germany	FALSE	13	Jet-A1	81.7	3.15	257.4	TRUE
LBBG	Bulgaria	EDDP	Germany	FALSE	68	Jet-A1	424.1	3.15	1336.0	TRUE
LBBG	Bulgaria	EDDS	Germany	FALSE	32	Jet-A1	222.3	3.15	700.2	TRUE
LBBG	Bulgaria	EDDV	Germany	FALSE	49	Jet-A1	339.8	3.15	1070.5	TRUE
LBBG	Bulgaria	EETN	Estonia	FALSE	4	Jet-A1	35.0	3.15	110.2	TRUE
LBBG	Bulgaria	EKBI	Denmark	FALSE	6	Jet-A1	46.5	3.15	146.4	TRUE
LBBG	Bulgaria	EKCH	Denmark	FALSE	7	Jet-A1	49.4	3.15	155.6	TRUE
LBBG	Bulgaria	EPGD	Poland	FALSE	15	Jet-A1	99.9	3.15	314.8	TRUE
LBBG	Bulgaria	EPKT	Poland	FALSE	34	Jet-A1	171.6	3.15	540.6	TRUE
LBBG	Bulgaria	EPPO	Poland	FALSE	27	Jet-A1	163.0	3.15	513.5	TRUE
LBBG	Bulgaria	EPZR	Poland	FALSE	15	Jet-A1	80.7	3.15	254.1	TRUE
LBBG	Bulgaria	EPWR	Poland	FALSE	28	Jet-A1	160.1	3.15	504.3	TRUE
LBBG	Bulgaria	ESSA	Sweden	FALSE	1	Jet-A1	8.5	3.15	26.7	TRUE
LBBG	Bulgaria	HECA	Egypt	FALSE	1	Jet-A1	6.8	3.15	21.5	FALSE
LBBG	Bulgaria	HEGN	Egypt	FALSE	1	Jet-A1	7.7	3.15	24.1	FALSE
LBBG	Bulgaria	HESH	Egypt	FALSE	2	Jet-A1	15.2	3.15	47.8	FALSE
LBBG	Bulgaria	LKPR	Czechia	FALSE	12	Jet-A1	73.9	3.15	232.7	TRUE
LBBG	Bulgaria	LLBG	Israel	FALSE	50	Jet-A1	324.3	3.15	1021.6	TRUE
LBBG	Bulgaria	LOWL	Austria	FALSE	7	Jet-A1	41.6	3.15	130.9	TRUE
LBBG	Bulgaria	LOWV	Austria	FALSE	20	Jet-A1	99.8	3.15	314.5	TRUE
LBBG	Bulgaria	LTAI	Turkey	FALSE	8	Jet-A1	29.3	3.15	92.2	TRUE
LBBG	Bulgaria	LTBS	Turkey	FALSE	1	Jet-A1	3.3	3.15	10.3	TRUE
LBBG	Bulgaria	LZIB	Slovakia	FALSE	24	Jet-A1	121.0	3.15	381.0	TRUE
LBBG	Bulgaria	LZKZ	Slovakia	FALSE	15	Jet-A1	67.1	3.15	211.5	TRUE
LBBG	Bulgaria	LZTT	Slovakia	FALSE	22	Jet-A1	113.7	3.15	359.2	TRUE
LBBG	Bulgaria	UDYZ	Armenia	FALSE	5	Jet-A1	32.2	3.15	101.5	TRUE
LBDP	Bulgaria	LTAI	Turkey	FALSE	7	Jet-A1	31.2	3.15	98.4	TRUE
LBSF	Bulgaria	DTNH	Tunisia	FALSE	33	Jet-A1	206.1	3.15	649.1	FALSE
LBSF	Bulgaria	DTTJ	Tunisia	FALSE	15	Jet-A1	99.8	3.15	314.5	FALSE
LBSF	Bulgaria	EDDF	Germany	FALSE	1	Jet-A1	5.3	3.15	16.7	TRUE
LBSF	Bulgaria	EDDK	Germany	FALSE	1	Jet-A1	5.7	3.15	17.8	TRUE
LBSF	Bulgaria	EDDM	Germany	FALSE	1	Jet-A1	4.3	3.15	13.4	TRUE
LBSF	Bulgaria	EDDS	Germany	FALSE	1	Jet-A1	5.6	3.15	17.5	TRUE
LBSF	Bulgaria	EDDV	Germany	FALSE	1	Jet-A1	5.6	3.15	17.7	TRUE
LBSF	Bulgaria	EIDW	Ireland	FALSE	1	Jet-A1	10.8	3.15	33.9	TRUE
LBSF	Bulgaria	EYVI	Lithuania	FALSE	1	Jet-A1	6.7	3.15	21.1	TRUE
LBSF	Bulgaria	GMFF	Morocco	FALSE	4	Jet-A1	42.5	3.15	133.8	FALSE
LBSF	Bulgaria	GMXX	Morocco	FALSE	2	Jet-A1	22.6	3.15	71.2	FALSE
LBSF	Bulgaria	HECA	Egypt	FALSE	22	Jet-A1	151.6	3.15	477.6	FALSE
LBSF	Bulgaria	HEGN	Egypt	FALSE	50	Jet-A1	384.3	3.15	1210.7	FALSE
LBSF	Bulgaria	HEMA	Egypt	FALSE	1	Jet-A1	6.8	3.15	21.5	FALSE
LBSF	Bulgaria	HESH	Egypt	FALSE	17	Jet-A1	136.0	3.15	426.5	FALSE
LBSF	Bulgaria	HESN	Egypt	FALSE	5	Jet-A1	42.3	3.15	133.1	FALSE
LBSF	Bulgaria	LATI	Albania	FALSE	1	Jet-A1	2.9	3.15	9.0	TRUE
LBSF	Bulgaria	LFSB	France	FALSE	1	Jet-A1	6.2	3.15	19.6	TRUE
LBSF	Bulgaria	LGRP	Greece	FALSE	1	Jet-A1	3.0	3.15	9.4	TRUE
LBSF	Bulgaria	LGRS	Greece	FALSE	3	Jet-A1	11.7	3.15	36.8	TRUE
LBSF	Bulgaria	LIBD	Italy	FALSE	1	Jet-A1	3.6	3.15	11.3	TRUE
LBSF	Bulgaria	LICJ	Italy	FALSE	1	Jet-A1	4.5	3.15	14.3	TRUE
LBSF	Bulgaria	LIEO	Italy	FALSE	9	Jet-A1	54.2	3.15	170.8	TRUE
LBSF	Bulgaria	LIME	Italy	FALSE	1	Jet-A1	4.2	3.15	13.2	TRUE
LBSF	Bulgaria	LIPX	Italy	FALSE	1	Jet-A1	5.0	3.15	15.6	TRUE
LBSF	Bulgaria	LMMI	Malta	FALSE	1	Jet-A1	5.7	3.15	18.0	TRUE
LBSF	Bulgaria	LOWG	Austria	FALSE	1	Jet-A1	4.0	3.15	12.5	TRUE
LBSF	Bulgaria	LOWL	Austria	FALSE	2	Jet-A1	9.0	3.15	28.5	TRUE
LBSF	Bulgaria	LTAI	Turkey	FALSE	41	Jet-A1	184.5	3.15	581.2	TRUE
LBSF	Bulgaria	LTAZ	Turkey	FALSE	8	Jet-A1	38.1	3.15	120.0	TRUE
LBSF	Bulgaria	LTBS	Turkey	FALSE	4	Jet-A1	15.4	3.15	48.5	TRUE
LBSF	Bulgaria	LTFE	Turkey	FALSE	18	Jet-A1	65.5	3.15	206.3	TRUE
LBSF	Bulgaria	LYPG	Montenegro	FALSE	1	Jet-A1	2.7	3.15	8.5	TRUE
LBSF	Bulgaria	QBBI	Bahrain	FALSE	1	Jet-A1	10.8	3.15	34.1	FALSE
LBSF	Bulgaria	QJAJ	Jordan	FALSE	23	Jet-A1	173.3	3.15	546.0	FALSE
LBWN	Bulgaria	DTNH	Tunisia	FALSE	5	Jet-A1	34.2	3.15	107.6	FALSE
LBWN	Bulgaria	EDDB	Germany	FALSE	12	Jet-A1	78.5	3.15	247.3	TRUE
LBWN	Bulgaria	EDDF	Germany	FALSE	15	Jet-A1	107.3	3.15	337.9	TRUE
LBWN	Bulgaria	EDDH	Germany	FALSE	17	Jet-A1	138.9	3.15	437.5	TRUE
LBWN	Bulgaria	EDDK	Germany	FALSE	17	Jet-A1	121.0	3.15	381.3	TRUE
LBWN	Bulgaria	EDDL	Germany	FALSE	31	Jet-A1	223.1	3.15	702.9	TRUE
LBWN	Bulgaria	EDDM	Germany	FALSE	7	Jet-A1	45.6	3.15	143.5	TRUE
LBWN	Bulgaria	EDDP	Germany	FALSE	59	Jet-A1	390.6	3.15	1230.3	TRUE
LBWN	Bulgaria	EDDS	Germany	FALSE	17	Jet-A1	124.7	3.15	392.7	TRUE
LBWN	Bulgaria	EDDV	Germany	FALSE	64	Jet-A1	448.0	3.15	1411.3	TRUE
LBWN	Bulgaria	EDNY	Germany	FALSE	1	Jet-A1	5.4	3.15	16.9	TRUE
LBWN	Bulgaria	EFHK	Finland	FALSE	1	Jet-A1	7.5	3.15	23.7	TRUE
LBWN	Bulgaria	EKBI	Denmark	FALSE	7	Jet-A1	59.3	3.15	186.8	TRUE
LBWN	Bulgaria	EPKT	Poland	FALSE	17	Jet-A1	87.8	3.15	276.7	TRUE
LBWN	Bulgaria	EPPO	Poland	FALSE	1	Jet-A1	5.9	3.15	18.5	TRUE
LBWN	Bulgaria	HECA	Egypt	FALSE	5	Jet-A1	33.1	3.15	104.3	FALSE
LBWN	Bulgaria	HEGN	Egypt	FALSE	9	Jet-A1	73.2	3.15	230.6	FALSE
LBWN	Bulgaria	HESH	Egypt	FALSE	2	Jet-A1	16.3	3.15	51.3	FALSE
LBWN	Bulgaria	LDZA	Croatia	FALSE	1	Jet-A1	4.7	3.15	14.7	TRUE
LBWN	Bulgaria	LEZL	Spain	FALSE	1	Jet-A1	11.7	3.15	36.9	TRUE
LBWN	Bulgaria	LICB	Italy	FALSE	1	Jet-A1	6.4	3.15	20.1	TRUE
LBWN	Bulgaria	LIEO	Italy	FALSE	3	Jet-A1	20.9	3.15	65.7	TRUE
LBWN	Bulgaria	LIME	Italy	FALSE	1	Jet-A1	7.0	3.15	22.2	TRUE
LBWN	Bulgaria	LIRF	Italy	FALSE	1	Jet-A1	6.3	3.15	19.7	TRUE
LBWN	Bulgaria	LIRZ	Italy	FALSE	4	Jet-A1	25.7	3.15	81.0	TRUE
LBWN	Bulgaria	LLBG	Israel	FALSE	53	Jet-A1	338.7	3.15	1066.9	TRUE
LBWN	Bulgaria	LTAI	Turkey	FALSE	11	Jet-A1	43.4	3.15	136.8	TRUE
LBWN	Bulgaria	LTAZ	Turkey	FALSE	3	Jet-A1	11.0	3.15	34.8	TRUE
LBWN	Bulgaria	LTBS	Turkey	FALSE	2	Jet-A1	8.0	3.15	25.3	TRUE
LBWN	Bulgaria	LTFE	Turkey	FALSE	8	Jet-A1	29.2	3.15	92.0	TRUE

LBWN	Bulgaria	LZIB	Slovakia	FALSE	1	Jet-A1	4.5	3.15	14.2	TRUE
LBWN	Bulgaria	OJAO	Jordan	FALSE	3	Jet-A1	23.8	3.15	74.9	FALSE
LCLK	Cyprus	LGRP	Greece	FALSE	1	Jet-A1	2.9	3.15	9.0	TRUE
LCLK	Cyprus	LOWG	Austria	FALSE	3	Jet-A1	27.3	3.15	85.9	TRUE
LCLZ	Cyprus	LOWL	Austria	FALSE	2	Jet-A1	19.5	3.15	61.3	TRUE
LDZA	Croatia	LBWN	Bulgaria	FALSE	1	Jet-A1	4.3	3.15	13.5	TRUE
LEPA	Spain	EDDK	Germany	FALSE	165	Jet-A1	979.9	3.15	3086.7	TRUE
LEPA	Spain	EDDL	Germany	FALSE	1	Jet-A1	6.3	3.15	19.9	TRUE
LEPA	Spain	EDDV	Germany	FALSE	1	Jet-A1	5.7	3.15	18.0	TRUE
LEPA	Spain	EDNY	Germany	FALSE	67	Jet-A1	327.1	3.15	1030.5	TRUE
LEZL	Spain	LBWN	Bulgaria	FALSE	1	Jet-A1	10.6	3.15	33.5	TRUE
LFMT	France	LBSF	Bulgaria	FALSE	1	Jet-A1	4.8	3.15	15.1	TRUE
LFSB	France	LBSF	Bulgaria	FALSE	1	Jet-A1	5.9	3.15	18.6	TRUE
LGIR	Greece	EDDF	Germany	FALSE	9	Jet-A1	77.5	3.15	244.0	TRUE
LGIR	Greece	EDDK	Germany	FALSE	71	Jet-A1	637.1	3.15	2006.9	TRUE
LGIR	Greece	EDDL	Germany	FALSE	5	Jet-A1	44.5	3.15	140.1	TRUE
LGIR	Greece	EDNY	Germany	FALSE	12	Jet-A1	90.7	3.15	285.7	TRUE
LGIR	Greece	LBWN	Bulgaria	FALSE	1	Jet-A1	3.6	3.15	11.2	TRUE
LGIR	Greece	LOWG	Austria	FALSE	55	Jet-A1	404.7	3.15	1274.7	TRUE
LGKO	Greece	LOWL	Austria	FALSE	64	Jet-A1	518.3	3.15	1632.7	TRUE
LGKO	Greece	EDDV	Germany	FALSE	4	Jet-A1	35.1	3.15	110.6	TRUE
LGKO	Greece	EDNY	Germany	FALSE	23	Jet-A1	174.3	3.15	549.2	TRUE
LGKP	Greece	LOWG	Austria	FALSE	17	Jet-A1	125.5	3.15	395.3	TRUE
LGKP	Greece	LOWL	Austria	FALSE	18	Jet-A1	148.1	3.15	466.4	TRUE
LGKR	Greece	LOWL	Austria	FALSE	12	Jet-A1	64.2	3.15	202.3	TRUE
LGRP	Greece	EDDF	Germany	FALSE	29	Jet-A1	249.9	3.15	787.2	TRUE
LGRP	Greece	EDDL	Germany	FALSE	6	Jet-A1	56.1	3.15	176.6	TRUE
LGRP	Greece	EDDP	Germany	FALSE	27	Jet-A1	220.3	3.15	693.8	TRUE
LGRP	Greece	EDDV	Germany	FALSE	7	Jet-A1	63.8	3.15	201.0	TRUE
LGRP	Greece	EDNY	Germany	FALSE	27	Jet-A1	217.2	3.15	684.1	TRUE
LGRP	Greece	LBSF	Bulgaria	FALSE	1	Jet-A1	3.3	3.15	10.3	TRUE
LGRP	Greece	LOWG	Austria	FALSE	38	Jet-A1	288.0	3.15	907.2	TRUE
LGRP	Greece	LOWL	Austria	FALSE	62	Jet-A1	504.9	3.15	1590.5	TRUE
LGSR	Greece	LBSF	Bulgaria	FALSE	3	Jet-A1	11.4	3.15	35.8	TRUE
LGZA	Greece	LOWG	Austria	FALSE	11	Jet-A1	58.3	3.15	183.6	TRUE
LIBD	Italy	LBSF	Bulgaria	FALSE	1	Jet-A1	3.7	3.15	11.6	TRUE
LICA	Italy	EDDP	Germany	FALSE	17	Jet-A1	101.8	3.15	320.6	TRUE
LICB	Italy	LBWN	Bulgaria	FALSE	1	Jet-A1	6.3	3.15	19.9	TRUE
LICJ	Italy	LBSF	Bulgaria	FALSE	1	Jet-A1	4.0	3.15	12.7	TRUE
LIEO	Italy	LBSF	Bulgaria	FALSE	9	Jet-A1	48.4	3.15	152.5	TRUE
LIEO	Italy	LBWN	Bulgaria	FALSE	2	Jet-A1	13.7	3.15	43.2	TRUE
LIME	Italy	LBWN	Bulgaria	FALSE	1	Jet-A1	6.7	3.15	21.1	TRUE
LIME	Italy	LBSF	Bulgaria	FALSE	1	Jet-A1	4.8	3.15	15.0	TRUE
LIPO	Italy	LBWN	Bulgaria	FALSE	1	Jet-A1	5.4	3.15	16.9	TRUE
LIPX	Italy	LBSF	Bulgaria	FALSE	1	Jet-A1	4.2	3.15	13.3	TRUE
LIRF	Italy	EBBR	Belgium	FALSE	1	Jet-A1	6.5	3.15	20.6	TRUE
LIRF	Italy	LBWN	Bulgaria	FALSE	1	Jet-A1	5.3	3.15	16.8	TRUE
LIRZ	Italy	LBWN	Bulgaria	FALSE	4	Jet-A1	24.1	3.15	75.9	TRUE
LKPR	Czechia	LBBG	Bulgaria	FALSE	12	Jet-A1	68.9	3.15	216.9	TRUE
LLBG	Israel	LBBG	Bulgaria	FALSE	50	Jet-A1	329.1	3.15	1036.7	TRUE
LLBG	Israel	LBWN	Bulgaria	FALSE	53	Jet-A1	346.0	3.15	1089.9	TRUE
LMLL	Malta	LBSF	Bulgaria	FALSE	1	Jet-A1	5.4	3.15	16.9	TRUE
LOWG	Austria	LBSF	Bulgaria	FALSE	1	Jet-A1	3.6	3.15	11.2	TRUE
LOWG	Austria	LBWN	Bulgaria	FALSE	1	Jet-A1	4.2	3.15	13.1	TRUE
LOWG	Austria	LCLK	Cyprus	FALSE	3	Jet-A1	24.6	3.15	77.6	TRUE
LOWG	Austria	LGIR	Greece	FALSE	55	Jet-A1	372.6	3.15	1173.6	TRUE
LOWG	Austria	LGKO	Greece	FALSE	17	Jet-A1	108.1	3.15	340.5	TRUE
LOWG	Austria	LGKR	Greece	FALSE	11	Jet-A1	48.2	3.15	151.9	TRUE
LOWL	Austria	LGRP	Greece	FALSE	38	Jet-A1	262.9	3.15	828.2	TRUE
LOWL	Austria	LBBG	Bulgaria	FALSE	7	Jet-A1	39.2	3.15	123.4	TRUE
LOWL	Austria	LBWN	Bulgaria	FALSE	1	Jet-A1	4.5	3.15	14.1	TRUE
LOWL	Austria	LCLK	Cyprus	FALSE	3	Jet-A1	25.0	3.15	78.8	TRUE
LOWL	Austria	LGIR	Greece	FALSE	64	Jet-A1	475.3	3.15	1497.3	TRUE
LOWL	Austria	LGKO	Greece	FALSE	18	Jet-A1	127.4	3.15	401.2	TRUE
LOWL	Austria	LGKR	Greece	FALSE	12	Jet-A1	62.7	3.15	197.6	TRUE
LOWW	Austria	LGRP	Greece	FALSE	61	Jet-A1	455.0	3.15	1433.3	TRUE
LOWW	Austria	LBBG	Bulgaria	FALSE	21	Jet-A1	95.9	3.15	302.0	TRUE
LTAI	Turkey	LBBG	Bulgaria	FALSE	8	Jet-A1	31.3	3.15	98.7	TRUE
LTAI	Turkey	LBDP	Bulgaria	FALSE	7	Jet-A1	32.0	3.15	100.8	TRUE
LTAI	Turkey	LBSF	Bulgaria	FALSE	42	Jet-A1	212.4	3.15	669.0	TRUE
LTAI	Turkey	LBWN	Bulgaria	FALSE	10	Jet-A1	40.5	3.15	127.6	TRUE
LTAI	Turkey	OJAO	Jordan	FALSE	1	Jet-A1	4.3	3.15	13.5	FALSE
LTAI	Turkey	HEGN	Egypt	FALSE	1	Jet-A1	5.1	3.15	16.2	FALSE
LTAZ	Turkey	LBSF	Bulgaria	FALSE	9	Jet-A1	46.4	3.15	146.3	TRUE
LTAZ	Turkey	LBWN	Bulgaria	FALSE	3	Jet-A1	12.7	3.15	39.9	TRUE
LTBS	Turkey	LBSF	Bulgaria	FALSE	4	Jet-A1	17.8	3.15	55.4	TRUE
LTBS	Turkey	LBWN	Bulgaria	FALSE	3	Jet-A1	13.3	3.15	41.9	TRUE
LTFE	Turkey	LBBG	Bulgaria	FALSE	1	Jet-A1	3.0	3.15	9.3	TRUE
LTFE	Turkey	LBSF	Bulgaria	FALSE	18	Jet-A1	68.9	3.15	217.0	TRUE
LTFE	Turkey	LBWN	Bulgaria	FALSE	7	Jet-A1	26.5	3.15	83.5	TRUE
LYPG	Montenegro	LBWN	Bulgaria	FALSE	1	Jet-A1	4.6	3.15	14.5	TRUE
LYTV	Montenegro	EDDL	Germany	FALSE	4	Jet-A1	21.5	3.15	67.6	TRUE
LYTV	Montenegro	EDDM	Germany	FALSE	2	Jet-A1	7.8	3.15	24.6	TRUE
LYTV	Montenegro	EDDP	Germany	FALSE	2	Jet-A1	9.8	3.15	30.9	TRUE
LZIB	Slovakia	LBBG	Bulgaria	FALSE	29	Jet-A1	134.3	3.15	423.2	TRUE
LZKZ	Slovakia	LBBG	Bulgaria	FALSE	12	Jet-A1	53.1	3.15	167.2	TRUE
LZTT	Slovakia	LBBG	Bulgaria	FALSE	21	Jet-A1	96.3	3.15	303.2	TRUE
OBBI	Bahrain	LBSF	Bulgaria	FALSE	1	Jet-A1	12.3	3.15	38.9	FALSE
OJAO	Jordan	LBSF	Bulgaria	FALSE	23	Jet-A1	185.0	3.15	582.7	FALSE
OJAO	Jordan	LBWN	Bulgaria	FALSE	2	Jet-A1	17.9	3.15	56.3	FALSE
OJAO	Jordan	LTAI	Turkey	FALSE	2	Jet-A1	9.7	3.15	30.6	FALSE
UDYZ	Armenia	LBBG	Bulgaria	FALSE	5	Jet-A1	35.0	3.15	110.2	TRUE
end	end	end	end	end	end	end	end	end	end	end

