

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:

| |
|------------|
| BH Air Ltd |
| 28446 |
| 1 |
| 10.0 |
| TRUE |

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

11 686 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):

50 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

26 798 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:

LATCHEZAR LAZAROV

14.3.2023

Date

L. Lazarov

Name and Signature of
legally responsible person

Template version information:

| | |
|-----------------------|--|
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GENERAL INFORMATION ABOUT THIS REPORT

1 Reporting Year and Scope

(a) Reporting year:

2022

This is the year in which the reported aviation activities took place, i.e. 2019 for the report which you submit by 31 March 2024.

(b) Version number of this emission report:

1

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

(c) Language in which this report is filled:

English

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

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

FALSE

In accordance with Article 28a(6) of the EU ETS Directive, aircraft operators emitting less than 25 000 tonnes of CO₂ per year, related to the full scope of the EU ETS, or 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 506/2010. In such cases, data used for determining emissions must originate from Eurocontrol. As a result, aircraft operators taking advantage of this simpler method need to use data populated by Eurocontrol with data from its ETS support facility, without any modification.

Scope: EU ETS and/or CORSIA:

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

If you have an obligation under CORSIA to the same country as under the EU ETS, you should fill in the sections of this template which are marked as relating to ICAO's market based mechanism CORSIA (indicated by a light blue frame).

In line with paragraph 1.2 of the CORSIA SARPs, the aircraft operator is attributed to the state according to its ICAO designator, if applicable, or to the state that issued the AOC, or the place of juridical registration.

An obligation under CORSIA is given only if you are producing annual CO₂ emissions greater than 10,000 tonnes from international flights conducted by aeroplanes with a maximum certificated take-off mass greater than 5,700 kg from 1 January 2019, with the exception of humanitarian, medical and firefighting flights.

If for CORSIA purposes you are attributed to another country, you have to report the data relevant for CORSIA to that country. Therefore please get in touch with the relevant competent authority of that country for further instructions on the need to deliver an annual emissions report.

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

TRUE

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

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

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

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

TRUE

2 Identification of the Aircraft Operator

(a) Please enter the name of the aircraft operator:

BH Air Ltd

This name should be the legal entity carrying out the aviation activities defined in Annex 1 of the EU ETS Directive.

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

28445

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:

BGH

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

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

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

(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:

Environment Agency

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

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

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

Air Operator Certificate:

BG19

AOC issuing authority:

Bulgaria - Civil Aviation Administration



Operating Licence: BG 2467-06
 Issuing authority: Bulgaria - Civil Aviation Administration

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

Address Line 1: 7 Dyakon Ignaty str.
 Address Line 2:
 City: Sofia
 State/Province/Region:
 Postcode/ZIP: 1000
 Country: Bulgaria
 Telephone Number: 359 2 981 0189
 Email address: bhair@bhairlines.com

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

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

Title: Mr
 First Name: Trayan
 Surname: Peshev
 Job title: Manager Ground operations
 Organisation name (if acting on behalf of the aircraft operator): BH Air
 Telephone number: 359 888 777 539
 Email address: trayan.peshev@bhairlines.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: Mr
 First Name: Trayan
 Surname: Peshev
 Email address: trayan.peshev@bhairlines.com
 Telephone number:
 Address Line 1: 7 Dyakon Ignaty str.
 Address Line 2:
 City: Sofia
 State/Province/Region:
 Postcode/ZIP: 1000
 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: Latchezar
 Surname: Lazarov
 Email address: bhair@bhairlines.com
 Telephone number: 359 2 447 6300
 Address Line 1: 7 Dyakon Ignaty str.
 Address Line 2:
 City: Sofia
 State/Province/Region:
 Postcode/ZIP: 1000
 Country: Bulgaria

3 Identification of the verifier

In accordance with Article 26a(5) 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 908/2010. 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: VERIFKACE CZ s.r.o.
 Address Line 1: Nad Úpudem 888/90
 Address Line 2:
 City: Prague
 State/Province/Region: Prague
 Postcode/ZIP: 14900
 Country: Czech Republic

(b) Contact person for the accredited verifier:

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

Title: Mr
 First Name: Pavel
 Surname: Vráštil
 Email address: vvas@verifikace.cz
 Telephone number: 420 777 803 582

(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) 2016/2067, 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:

Czech Republic
 Registration number issued by the accreditation body: G3185

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



EMISSION DATA OVERVIEW

4 Information about the monitoring plan

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

- (a) Version number of the latest approved monitoring plan:
- (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 | | | | | |
| 5 | | | | | |
| 6 | | | | | |
| 7 | | | | | |
| 8 | | | | | |
| 9 | | | | | |
| 10 | | | | | |
| 11 | | | | | |
| 12 | | | | | |

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

(b1) Further information on alternative fuels:

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



EUETS Emiss report 2022 BH Air

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

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

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

(c) Fuel consumption and emissions in the EU ETS

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

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

fuel consumption Please enter here the total fuel consumption of each fuel in tonnes in the reporting year. Please note that this figure should only include fuel consumption to be reported under the EU ETS, i.e. relate to the reduced scope.

CO2 emissions [t CO2] This is the amount of "fossil" emissions (including emissions from biomass for which no evidence for compliance with the sustainability criteria has been provided). It is identical to the emissions for which allowances are to be surrendered.

CO2 from sustainable biomass This figure shows as a memo-item the emissions from sustainable biomass.

CO2 from non-sustainable biomass This figure shows as a memo-item the emissions from non-sustainable biomass. Note that these emissions are part of the "fossil" emissions and do not need to be added once more.

| Fuel No. | Name of fuel | (final) EF [t CO2 / t fuel] | fuel consumption [tonnes] | CO2 emissions [t CO2] | CO2 from sustainable biomass | CO2 from non-sustainable biomass |
|----------|--------------------------------|-----------------------------|---------------------------|-----------------------|------------------------------|----------------------------------|
| 1 | Jet kerosene (Jet A1 or Jet A) | 3,15 | 3 709,60 | 11 685 | 0 | 0 |
| 2 | Jet gasoline (Jet B) | 3,10 | | | | |
| 3 | Aviation gasoline (AvGas) | 3,10 | | | | |
| 4 | | | | | | |
| 5 | | | | | | |
| 6 | | | | | | |
| 7 | | | | | | |
| 8 | | | | | | |
| 9 | | | | | | |
| 10 | | | | | | |
| 11 | | | | | | |
| 12 | | | | | | |

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

| | |
|--|---------------|
| Total CO2 emissions (EU ETS) in the reporting year: | 11 685 |
| 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 | 15,82 | 50 | 0 | 0 |
| 2 | Jet gasoline (Jet B) | 3,10 | | | | |
| 3 | Aviation gasoline (AvGas) | 3,10 | | | | |
| 4 | | | | | | |
| 5 | | | | | | |



| | | | | | | | |
|----|--|--|--|--|--|--|--|
| 6 | | | | | | | |
| 7 | | | | | | | |
| 8 | | | | | | | |
| 9 | | | | | | | |
| 10 | | | | | | | |
| 11 | | | | | | | |
| 12 | | | | | | | |

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

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

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:

Memo Item: Non-sustainable biomass:

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 26,000 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.

(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: | |

(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



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 CO2] | | | | | TOTAL [t CO2] | Total number of flights |
|---|--|----------------------|---------------------------|--------------------|-------------------------------------|---------------|-------------------------|
| | Jet kerosene (Jet A1 or Jet A) | Jet gasoline (Jet B) | Aviation gasoline (AvGas) | Alternative fuel 1 | <add more fuels before this column> | | |
| A | Total aggregated CO2 emissions from all flights relating to the reduced scope of the EU ETS Directive (= B + C) | 0 | 0 | 0 | 0 | 11 685 | 532 |
| B | of which departure MS is the same as arrival MS (domestic flights, =sum of section (b)) | 39 | 0 | 0 | 0 | 124 | 24 |
| C | of which all other intra EEA flights, and flights from EEA to Switzerland or UK | 3 670 | 0 | 0 | 0 | 11 561 | 518 |
| D | emissions from all flights departing from a Member State to another Member State, Switzerland or UK (=sum of section B(c)) | 3 670 | 0 | 0 | 0 | 11 561 | 518 |

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

Total emissions entered in section 5(c):

11 685 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 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 | | | | | | 0 | |
| Belgium | | | | | | 0 | |
| Bulgaria | 33 | | | | | 103 | 19 |
| Croatia | 1 | | | | | 2 | 1 |
| Cyprus | | | | | | 0 | |
| Czechia | | | | | | 0 | |
| Denmark | 6 | | | | | 19 | 4 |
| Estonia | | | | | | 0 | |
| Finland | | | | | | 0 | |
| France | | | | | | 0 | |
| Germany | | | | | | 0 | |
| Greece | | | | | | 0 | |
| Hungary | | | | | | 0 | |
| Iceland | | | | | | 0 | |
| Ireland | | | | | | 0 | |
| Italy | | | | | | 0 | |
| Latvia | | | | | | 0 | |
| Liechtenstein | | | | | | 0 | |
| Lithuania | | | | | | 0 | |
| Luxembourg | | | | | | 0 | |
| Malta | | | | | | 0 | |
| Netherlands | | | | | | 0 | |
| Norway | | | | | | 0 | |
| Poland | | | | | | 0 | |
| Portugal | | | | | | 0 | |
| Romania | | | | | | 0 | |
| Slovakia | | | | | | 0 | |
| Slovenia | | | | | | 0 | |
| Spain | | | | | | 0 | |
| Sweden | | | | | | 0 | |
| Sum of domestic flights: | 39 | 0 | 0 | 0 | 0 | 124 | 24 |

- (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.

| Member State of departure | State of 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 † | <add more fuels before this column> | | |
| Belgium | Bulgaria | 19 | | | | | | |
| Germany | United Kingdom | 9 | | | | | 99,78 | 3 |
| Germany | Bulgaria | 6 | | | | | 27,43 | 2 |
| Germany | Austria | 1 | | | | | 16,78 | 1 |
| Netherlands | Belgium | 4 | | | | | 1,77 | 1 |
| Netherlands | Bulgaria | 125 | | | | | 13,23 | 3 |
| Denmark | United Kingdom | 4 | | | | | 392,31 | 18 |
| Denmark | Netherlands | 6 | | | | | 13,70 | 1 |
| Denmark | Bulgaria | 127 | | | | | 17,76 | 2 |
| Norway | Bulgaria | 178 | | | | | 400,12 | 20 |
| Bulgaria | Germany | 6 | | | | | 561,20 | 22 |
| Bulgaria | United Kingdom | 2 422 | | | | | 18,33 | 1 |
| Bulgaria | Netherlands | 146 | | | | | 7 629,31 | 266 |
| Bulgaria | Denmark | 166 | | | | | 465,46 | 19 |
| Bulgaria | Norway | 198 | | | | | 489,68 | 23 |
| Bulgaria | Croatia | 2 | | | | | 622,99 | 22 |
| Bulgaria | Spain | 6 | | | | | 6,41 | 1 |
| Bulgaria | France | 20 | | | | | 20,17 | 2 |
| Bulgaria | Greece | 13 | | | | | 61,74 | 6 |
| Bulgaria | Italy | 66 | | | | | 42,26 | 6 |
| Bulgaria | Austria | 6 | | | | | 176,54 | 23 |
| Bulgaria | Romania | 2 | | | | | 17,00 | 3 |
| Bulgaria | Switzerland | 11 | | | | | 6,79 | 1 |
| Croatia | Bulgaria | 4 | | | | | 34,18 | 4 |
| Croatia | Italy | 1 | | | | | 11,46 | 2 |
| Croatia | Romania | 4 | | | | | 2,68 | 1 |
| Spain | Bulgaria | 3 | | | | | 11,09 | 1 |
| Spain | Croatia | 3 | | | | | 8,34 | 1 |
| France | Germany | 6 | | | | | 8,06 | 1 |
| France | Bulgaria | 16 | | | | | 18,00 | 1 |
| France | Greece | 18 | | | | | 47,06 | 6 |
| Greece | Bulgaria | 9 | | | | | 66,34 | 3 |
| Greece | France | 21 | | | | | 27,64 | 4 |
| Greece | Switzerland | 6 | | | | | 67,36 | 3 |
| Italy | Bulgaria | 46 | | | | | 23,86 | 1 |
| Italy | Portugal | 2 | | | | | 140,67 | 22 |
| Austria | Bulgaria | 6 | | | | | 6,13 | 1 |
| Portugal | Bulgaria | 4 | | | | | 18,67 | 4 |
| Romania | Bulgaria | 2 | | | | | 11,89 | 1 |
| Romania | Croatia | 4 | | | | | 6,96 | 1 |
| < Please add additional rows above this row if needed > | | | | | | | 12,62 | 1 |
| Aggregated CO ₂ emissions from all flights departing from each Member State to another Member State, to Switzerland, or to the UK | | 3 670 | 0 | 0 | 0 | 0 | 11 661 | 503 |

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 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 † | <add more fuels before this column> | | |
| A | Total aggregated CO ₂ emissions from all flights relating to the scope of the CH ETS (= B + C) | 16 | 0 | 0 | 0 | 0 | 50 | 6 |
| B | Swiss domestic flights | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



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| | | | | | | | | |
|---|---|----|---|---|---|---|----|---|
| C | Flights from Switzerland to EEA countries | 16 | 0 | 0 | 0 | 0 | 50 | 5 |
| | | | | | | | | |

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

| | |
|----|-------|
| 50 | 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.

| 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 | 8 | | | | | 24 | 3 |
| Switzerland | Croatia | | | | | | 0 | |
| Switzerland | Cyprus | | | | | | 0 | |
| Switzerland | Czechia | | | | | | 0 | |
| Switzerland | Denmark | | | | | | 0 | |
| Switzerland | Estonia | | | | | | 0 | |
| Switzerland | Finland | | | | | | 0 | |
| Switzerland | France | | | | | | 0 | |
| Switzerland | Germany | 1 | | | | | 3 | 1 |
| Switzerland | Greece | 7 | | | | | 22 | 1 |
| 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: | | 16 | 0 | 0 | 0 | 0 | 50 | 5 |



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 table should use the same aircraft type (by ICAO aircraft type designator - (3000-4) and subtypes (if you have other registration details in the reporting year) when you have operated during the reporting year including (where) arrived, all used as leased-in aircraft. You are required to list any aircraft used for carrying out activities being undertaken under Annex 1 of the EU ETS Directive or under the Swiss ETS regime for flights taking place in CO2SUA (if applicable).

Please indicate also when that a used by the aircraft type by receiving 'Year' in the appropriate column. A row that is filled otherwise than in column 301 (lease taken) by the appropriate line in the column 'Year'.

| Aircraft type (ICAO aircraft type designator) | Aircraft subtype (as specified in the numbering plan, if applicable) | Aircraft registration number | Owner of the aircraft (if known) in the case of leased-in aircraft, the lessor | Starting date | End date | Jet-A | Jet-A1 | Jet-B | Ardara | Other | used for EU ETS | used for CO2SUA (if applicable) |
|---|--|------------------------------|--|---------------|------------|-------|--------|-------|--------|-------|-----------------|---------------------------------|
| G2000 | G2000 | | BH Air | 01.01.2022 | 31.12.2022 | FALSE | TRUE | FALSE | FALSE | FALSE | TRUE | TRUE |
| A320 | A320 | | BH Air | 01.01.2022 | 31.12.2022 | FALSE | TRUE | FALSE | FALSE | FALSE | TRUE | TRUE |
| A320 | A320 | | BH Air | 01.01.2022 | 31.12.2022 | FALSE | TRUE | FALSE | FALSE | FALSE | TRUE | TRUE |
| B733 | B733 | | BH Air | 01.01.2022 | 31.12.2022 | FALSE | TRUE | FALSE | FALSE | FALSE | TRUE | TRUE |
| A320 | A320 | | Bulgaria Air | 19.05.2022 | 21.05.2022 | FALSE | TRUE | FALSE | FALSE | FALSE | TRUE | TRUE |
| A320 | A320 | | Abahair | 30.04.2022 | 01.05.2022 | FALSE | TRUE | FALSE | FALSE | FALSE | TRUE | TRUE |
| A320 | A320 | | Bulgaria Air | 28.05.2022 | 30.09.2022 | FALSE | TRUE | FALSE | FALSE | FALSE | TRUE | TRUE |
| A320 | A320 | | European Air Charter | 01.01.2022 | 31.12.2022 | FALSE | TRUE | FALSE | FALSE | FALSE | TRUE | TRUE |
| A320 | A320 | | European Air Charter | 01.01.2022 | 31.12.2022 | FALSE | TRUE | FALSE | FALSE | FALSE | TRUE | TRUE |
| A320 | A320 | | European Air Charter | 01.01.2022 | 31.12.2022 | FALSE | TRUE | FALSE | FALSE | FALSE | TRUE | TRUE |
| A320 | A320 | | European Air Charter | 01.01.2022 | 31.12.2022 | FALSE | TRUE | FALSE | FALSE | FALSE | TRUE | TRUE |
| A320 | A320 | | European Air Charter | 27.04.2022 | 09.05.2022 | FALSE | TRUE | FALSE | FALSE | FALSE | TRUE | TRUE |
| A320 | A320 | | European Air Charter | 01.01.2022 | 31.12.2022 | FALSE | TRUE | FALSE | FALSE | FALSE | TRUE | TRUE |
| A320 | A320 | | European Air Charter | 27.12.2022 | 31.12.2022 | FALSE | TRUE | FALSE | FALSE | FALSE | TRUE | TRUE |
| A320 | A320 | | European Air Charter | 01.01.2022 | 31.12.2022 | FALSE | TRUE | FALSE | FALSE | FALSE | TRUE | TRUE |
| A320 | A320 | | European Air Charter | 27.04.2022 | 09.05.2022 | FALSE | TRUE | FALSE | FALSE | FALSE | TRUE | TRUE |
| A320 | A320 | | European Air Charter | 01.01.2022 | 31.12.2022 | FALSE | TRUE | FALSE | FALSE | FALSE | TRUE | TRUE |
| A320 | A320 | | European Air Charter | 16.10.2022 | 23.10.2022 | FALSE | TRUE | FALSE | FALSE | FALSE | TRUE | TRUE |
| A320 | A320 | | European Air Charter | 08.10.2022 | 08.10.2022 | FALSE | TRUE | FALSE | FALSE | FALSE | TRUE | TRUE |
| A320 | A320 | | European Air Charter | 01.01.2022 | 31.12.2022 | FALSE | TRUE | FALSE | FALSE | FALSE | TRUE | TRUE |
| A320 | A320 | | European Air Charter | 01.01.2022 | 31.12.2022 | FALSE | TRUE | FALSE | FALSE | FALSE | TRUE | TRUE |
| A320 | A320 | | European Air Charter | 28.10.2022 | 31.10.2022 | FALSE | TRUE | FALSE | FALSE | FALSE | TRUE | TRUE |
| A320 | A320 | | European Air Charter | 29.05.2022 | 31.12.2022 | FALSE | TRUE | FALSE | FALSE | FALSE | TRUE | TRUE |
| A320 | A320 | | European Air Charter | 27.04.2022 | 28.04.2022 | FALSE | TRUE | FALSE | FALSE | FALSE | TRUE | TRUE |

Please continue by adding further rows as needed (leave the "end" markers). This must be done by copying an empty row and inserting it thereafter. A single "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" >>>](#)



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 formulae 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 | LBBG | 3 | 60 |
| EDDF | EGAA | 1 | 15 |
| EDDL | EGAA | 1 | 12 |
| EDDL | LBBG | 1 | 19 |
| EDDM | LOWS | 1 | 2 |
| EHAM | EBBR | 3 | 13 |
| EHAM | LBBG | 7 | 160 |
| EHBK | LBBG | 11 | 232 |
| EKBI | EHBK | 1 | 9 |
| EKBI | EKCH | 4 | 19 |
| EKBI | LBBG | 8 | 168 |
| EKCH | EGGD | 1 | 14 |
| EKCH | EHBK | 1 | 9 |
| EKCH | LBBG | 12 | 232 |
| ENGM | LBBG | 7 | 169 |
| ENVA | LBBG | 7 | 194 |
| ENZV | LBBG | 8 | 198 |
| LBBG | EGAA | 13 | 414 |
| LBBG | EGBB | 10 | 276 |
| LBBG | EGCC | 31 | 859 |
| LBBG | EGCN | 7 | 188 |
| LBBG | EGFF | 17 | 488 |
| LBBG | EGGD | 8 | 239 |
| LBBG | EGKK | 16 | 434 |
| LBBG | EGNJ | 33 | 912 |
| LBBG | EGNM | 8 | 216 |
| LBBG | EGNT | 31 | 909 |
| LBBG | EGNV | 29 | 828 |
| LBBG | EGNX | 5 | 143 |
| LBBG | EGPD | 17 | 528 |
| LBBG | EGPF | 15 | 464 |
| LBBG | EGPH | 15 | 448 |
| LBBG | EGSH | 8 | 215 |
| LBBG | EHAM | 9 | 223 |
| LBBG | EHBK | 9 | 213 |
| LBBG | EKBI | 13 | 291 |
| LBBG | EKCH | 10 | 198 |
| LBBG | ENGM | 6 | 162 |
| LBBG | ENVA | 7 | 214 |
| LBBG | ENZV | 8 | 225 |
| LBBG | LBSF | 8 | 42 |
| LBBG | LGRP | 1 | 11 |
| LBBG | LGRX | 1 | 11 |
| LBSF | EDDL | 1 | 18 |
| LBSF | EGCC | 1 | 23 |
| LBSF | EGKK | 1 | 21 |
| LBSF | EHAM | 1 | 19 |
| LBSF | ENGM | 1 | 22 |



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| | | | |
|-------------|-------------|-------------|-------------|
| LBSF | LBBG | 7 | 36 |
| LBSF | LDPL | 1 | 5 |
| LBSF | LEIB | 1 | 8 |
| LBSF | LEMG | 1 | 12 |
| LBSF | LFLB | 2 | 15 |
| LBSF | LFMN | 2 | 12 |
| LBSF | LFOT | 1 | 10 |
| LBSF | LFPG | 1 | 25 |
| LBSF | LGAV | 1 | 9 |
| LBSF | LGTS | 2 | 11 |
| LBSF | LIBD | 5 | 56 |
| LBSF | LIEO | 2 | 13 |
| LBSF | LIMC | 1 | 14 |
| LBSF | LIML | 4 | 23 |
| LBSF | LIRA | 1 | 14 |
| LBSF | LIRF | 1 | 14 |
| LBSF | LIRN | 9 | 43 |
| LBSF | LOWI | 3 | 17 |
| LBSF | LROP | 1 | 6 |
| LBSF | LSGG | 1 | 7 |
| LBSF | LSZH | 3 | 27 |
| LBWN | EGNJ | 1 | 25 |
| LBWN | LBBG | 1 | 3 |
| LBWN | LBSF | 3 | 22 |
| LDDU | LDSP | 1 | 2 |
| LDPL | LIML | 1 | 3 |
| LDSP | LBSF | 1 | 4 |
| LDZA | LBSF | 1 | 8 |
| LDZA | LROP | 1 | 11 |
| LEIB | LBSF | 1 | 8 |
| LEMG | LDDU | 1 | 8 |
| LFLB | LBSF | 2 | 12 |
| LFML | LGTS | 2 | 33 |
| LFMN | LBSF | 2 | 12 |
| LFOT | LBSF | 1 | 8 |
| LFPG | EDDF | 1 | 18 |
| LFPG | LBSF | 1 | 15 |
| LFPG | LGRX | 1 | 22 |
| LGRP | LBSF | 1 | 10 |
| LGRP | LSZH | 1 | 24 |
| LGRX | LBSF | 1 | 8 |
| LGRX | LFPG | 1 | 26 |
| LGTS | LBSF | 2 | 10 |
| LGTS | LFML | 2 | 42 |
| LIBD | LBSF | 5 | 49 |
| LIEO | LBSF | 1 | 5 |
| LIEO | LPFR | 1 | 6 |
| LIMC | LBSF | 1 | 12 |
| LIML | LBSF | 5 | 26 |
| LIRF | LBSF | 1 | 12 |
| LIRN | LBSF | 9 | 37 |
| LOWI | LBSF | 3 | 14 |
| LOWS | LBSF | 1 | 5 |
| LPFR | LBSF | 1 | 12 |
| LROP | LBSF | 1 | 6 |
| LROP | LDZA | 1 | 12 |
| LSGG | EDDM | 1 | 3 |
| LSZH | LBSF | 3 | 24 |
| LSZH | LGRP | 1 | 22 |
| end of list | end of list | end of list | end of list |

| Totals: | | | |
|------------------------------------|--|-------------------------|----------------------------|
| | | Total number of flights | Total emissions (t CO2) |
| Reporting year totals: | | 532 | 11 736 |
| Compare data entered in section 5: | | 532 | 11 736 |



(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) | 26 798 | t CO2 |
| Total CO2 emissions from flights subject to offsetting requirements (in tonnes) | 22 519 | t CO2 |
| Total number of international flights during reporting period | 1 232 | |
| Total number of international flights subject to offsetting requirements | 1 047 | |
| 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 formulas here have to be adjusted accordingly.

b) Summary of fuel quantities (in tonnes):

| | | |
|--------|----------|---|
| Jet-A | | |
| Jet-A1 | 0,00 | t |
| Jet-B | 8 507,43 | t |
| AvGas | 0,00 | t |
| | 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 | 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 |
| 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 | | | | | | | |
| DNAA | Nigeria | LBSF | Bulgaria | FALSE | 1 | Jet-A1 | 11,8 | 3,15 | 37,0 | TRUE |
| DRZA | Niger | DNAA | Nigeria | FALSE | 1 | Jet-A1 | 3,7 | 3,15 | 11,5 | FALSE |
| DRZA | Niger | GABS | Mali | FALSE | 6 | Jet-A1 | 42,1 | 3,15 | 132,7 | FALSE |
| DTNH | Tunisia | LBSF | Bulgaria | FALSE | 15 | Jet-A1 | 86,1 | 3,15 | 271,4 | FALSE |
| EBBR | Belgium | LBBG | Bulgaria | FALSE | 3 | Jet-A1 | 19,0 | 3,15 | 59,8 | TRUE |
| EDDF | Germany | EGAA | United Kingdom | FALSE | 1 | Jet-A1 | 4,9 | 3,15 | 15,3 | TRUE |
| EDDL | Germany | EGAA | United Kingdom | FALSE | 1 | Jet-A1 | 3,6 | 3,15 | 12,1 | TRUE |
| EDDL | Germany | LBBG | Bulgaria | FALSE | 1 | Jet-A1 | 6,0 | 3,15 | 18,8 | TRUE |
| EDDM | Germany | LOWS | Austria | FALSE | 1 | Jet-A1 | 0,6 | 3,15 | 1,8 | TRUE |
| EGAA | United Kingdom | EDDF | Germany | FALSE | 1 | Jet-A1 | 4,8 | 3,15 | 15,3 | TRUE |
| EGAA | United Kingdom | LBBG | Bulgaria | FALSE | 13 | Jet-A1 | 119,6 | 3,15 | 376,9 | TRUE |
| EGAA | United Kingdom | LFPG | France | FALSE | 1 | Jet-A1 | 3,0 | 3,15 | 9,5 | TRUE |
| EGBB | United Kingdom | LBBG | Bulgaria | FALSE | 10 | Jet-A1 | 74,4 | 3,15 | 234,3 | TRUE |
| EGCC | United Kingdom | LBBG | Bulgaria | FALSE | 39 | Jet-A1 | 314,8 | 3,15 | 991,6 | TRUE |
| EGCN | United Kingdom | LBBG | Bulgaria | FALSE | 18 | Jet-A1 | 141,8 | 3,15 | 446,8 | TRUE |
| EGFF | United Kingdom | LBBG | Bulgaria | FALSE | 8 | Jet-A1 | 83,8 | 3,15 | 261,0 | TRUE |
| EGGD | United Kingdom | LBBG | Bulgaria | FALSE | 9 | Jet-A1 | 73,1 | 3,15 | 230,4 | TRUE |
| EGKK | United Kingdom | LBBG | Bulgaria | FALSE | 17 | Jet-A1 | 125,5 | 3,15 | 395,4 | TRUE |
| EGNJ | United Kingdom | LBBG | Bulgaria | FALSE | 23 | Jet-A1 | 175,7 | 3,15 | 553,5 | TRUE |
| EGNM | United Kingdom | LBBG | Bulgaria | FALSE | 18 | Jet-A1 | 143,4 | 3,15 | 451,8 | TRUE |
| EGNT | United Kingdom | LBBG | Bulgaria | FALSE | 31 | Jet-A1 | 255,4 | 3,15 | 804,4 | TRUE |
| EGNT | United Kingdom | LBWN | Bulgaria | FALSE | 1 | Jet-A1 | 9,9 | 3,15 | 31,3 | TRUE |
| EGNV | United Kingdom | LBBG | Bulgaria | FALSE | 30 | Jet-A1 | 232,2 | 3,15 | 731,6 | TRUE |



| | | | | | | | | | | |
|------|----------------|------|----------------|-------|----|--------|-------|------|---------|-------|
| EGNX | United Kingdom | LBBG | Bulgaria | FALSE | 9 | Jet-A1 | 70,2 | 3,15 | 221,2 | TRUE |
| EGPD | United Kingdom | LBBG | Bulgaria | FALSE | 7 | Jet-A1 | 63,0 | 3,15 | 199,4 | TRUE |
| EGPF | United Kingdom | LBBG | Bulgaria | FALSE | 11 | Jet-A1 | 95,8 | 3,15 | 301,9 | TRUE |
| EGPH | United Kingdom | LBBG | Bulgaria | FALSE | 16 | Jet-A1 | 144,8 | 3,15 | 456,0 | TRUE |
| EGSH | United Kingdom | LBBG | Bulgaria | FALSE | 1 | Jet-A1 | 7,5 | 3,15 | 23,6 | TRUE |
| EHAM | Netherlands | EBBR | Belgium | FALSE | 7 | Jet-A1 | 52,6 | 3,15 | 165,6 | TRUE |
| EHAM | Netherlands | LBBG | Bulgaria | FALSE | 3 | Jet-A1 | 4,2 | 3,15 | 13,2 | TRUE |
| EHBK | Netherlands | LBBG | Bulgaria | FALSE | 7 | Jet-A1 | 50,9 | 3,15 | 160,2 | TRUE |
| EKBI | Denmark | EBHK | Netherlands | FALSE | 11 | Jet-A1 | 73,7 | 3,15 | 232,1 | TRUE |
| EKBI | Denmark | LBBG | Bulgaria | FALSE | 1 | Jet-A1 | 2,8 | 3,15 | 8,7 | TRUE |
| EKCH | Denmark | EGGD | United Kingdom | FALSE | 8 | Jet-A1 | 53,5 | 3,15 | 168,4 | TRUE |
| EKCH | Denmark | EBHK | Netherlands | FALSE | 1 | Jet-A1 | 4,3 | 3,15 | 13,7 | TRUE |
| EKCH | Denmark | LBBG | Bulgaria | FALSE | 1 | Jet-A1 | 2,9 | 3,15 | 9,1 | TRUE |
| ENGM | Norway | LBBG | Bulgaria | FALSE | 12 | Jet-A1 | 73,6 | 3,15 | 231,7 | TRUE |
| ENVA | Norway | LBBG | Bulgaria | FALSE | 7 | Jet-A1 | 53,6 | 3,15 | 168,7 | TRUE |
| ENZV | Norway | LBBG | Bulgaria | FALSE | 7 | Jet-A1 | 61,6 | 3,15 | 194,0 | TRUE |
| GABS | Mail | LBSF | Bulgaria | FALSE | 8 | Jet-A1 | 63,0 | 3,15 | 196,5 | TRUE |
| HECA | Egypt | LBSF | Bulgaria | FALSE | 18 | Jet-A1 | 74,3 | 3,15 | 234,0 | TRUE |
| HEGN | Egypt | LBSF | Bulgaria | FALSE | 40 | Jet-A1 | 119,3 | 3,15 | 375,9 | FALSE |
| HEGN | Egypt | LTAI | Turkey | FALSE | 1 | Jet-A1 | 324,0 | 3,15 | 1 020,6 | FALSE |
| HESH | Egypt | LBSF | Bulgaria | FALSE | 1 | Jet-A1 | 5,4 | 3,15 | 17,1 | FALSE |
| HESH | Egypt | LJRN | Italy | FALSE | 3 | Jet-A1 | 22,8 | 3,15 | 71,8 | FALSE |
| HESH | Egypt | LTAI | Turkey | FALSE | 1 | Jet-A1 | 8,6 | 3,15 | 27,1 | FALSE |
| HESH | Egypt | UDYZ | Armenia | FALSE | 1 | Jet-A1 | 3,8 | 3,15 | 11,8 | FALSE |
| LATI | Albania | LBSF | Bulgaria | FALSE | 3 | Jet-A1 | 20,2 | 3,15 | 63,6 | FALSE |
| LATI | Albania | UDYZ | Armenia | FALSE | 1 | Jet-A1 | 1,9 | 3,15 | 5,9 | TRUE |
| LBBG | Bulgaria | EGAA | United Kingdom | FALSE | 1 | Jet-A1 | 6,1 | 3,15 | 19,2 | TRUE |
| LBBG | Bulgaria | EGBB | United Kingdom | FALSE | 13 | Jet-A1 | 131,6 | 3,15 | 414,4 | TRUE |
| LBBG | Bulgaria | EGCC | United Kingdom | FALSE | 10 | Jet-A1 | 87,7 | 3,15 | 276,3 | TRUE |
| LBBG | Bulgaria | EGCN | United Kingdom | FALSE | 31 | Jet-A1 | 272,8 | 3,15 | 858,8 | TRUE |
| LBBG | Bulgaria | EGFF | United Kingdom | FALSE | 7 | Jet-A1 | 59,6 | 3,15 | 187,8 | TRUE |
| LBBG | Bulgaria | EGGD | United Kingdom | FALSE | 17 | Jet-A1 | 154,8 | 3,15 | 487,7 | TRUE |
| LBBG | Bulgaria | EGGG | United Kingdom | FALSE | 8 | Jet-A1 | 76,0 | 3,15 | 239,2 | TRUE |
| LBBG | Bulgaria | EGKK | United Kingdom | FALSE | 16 | Jet-A1 | 137,7 | 3,15 | 433,8 | TRUE |
| LBBG | Bulgaria | EGNJ | United Kingdom | FALSE | 33 | Jet-A1 | 289,4 | 3,15 | 911,5 | TRUE |
| LBBG | Bulgaria | EGNM | United Kingdom | FALSE | 8 | Jet-A1 | 88,6 | 3,15 | 276,2 | TRUE |
| LBBG | Bulgaria | EGNT | United Kingdom | FALSE | 31 | Jet-A1 | 288,7 | 3,15 | 909,3 | TRUE |
| LBBG | Bulgaria | EGNV | United Kingdom | FALSE | 29 | Jet-A1 | 263,0 | 3,15 | 826,3 | TRUE |
| LBBG | Bulgaria | EGNX | United Kingdom | FALSE | 5 | Jet-A1 | 45,5 | 3,15 | 143,2 | TRUE |
| LBBG | Bulgaria | EGPD | United Kingdom | FALSE | 17 | Jet-A1 | 167,5 | 3,15 | 527,7 | TRUE |
| LBBG | Bulgaria | EGPF | United Kingdom | FALSE | 15 | Jet-A1 | 147,3 | 3,15 | 463,9 | TRUE |
| LBBG | Bulgaria | EGPH | United Kingdom | FALSE | 15 | Jet-A1 | 142,2 | 3,15 | 447,8 | TRUE |
| LBBG | Bulgaria | EGSH | United Kingdom | FALSE | 8 | Jet-A1 | 68,3 | 3,15 | 215,2 | TRUE |
| LBBG | Bulgaria | EHAM | Netherlands | FALSE | 9 | Jet-A1 | 70,9 | 3,15 | 223,3 | TRUE |
| LBBG | Bulgaria | EBHK | Netherlands | FALSE | 9 | Jet-A1 | 67,7 | 3,15 | 213,3 | TRUE |
| LBBG | Bulgaria | EKBI | Denmark | FALSE | 13 | Jet-A1 | 92,4 | 3,15 | 291,2 | TRUE |
| LBBG | Bulgaria | EKCH | Denmark | FALSE | 10 | Jet-A1 | 63,0 | 3,15 | 198,4 | TRUE |
| LBBG | Bulgaria | ENGM | Norway | FALSE | 6 | Jet-A1 | 51,3 | 3,15 | 161,7 | TRUE |
| LBBG | Bulgaria | ENVA | Norway | FALSE | 7 | Jet-A1 | 68,1 | 3,15 | 214,4 | TRUE |
| LBBG | Bulgaria | ENZV | Norway | FALSE | 8 | Jet-A1 | 71,5 | 3,15 | 225,2 | TRUE |
| LBBG | Bulgaria | LGRP | Greece | FALSE | 1 | Jet-A1 | 3,5 | 3,15 | 11,0 | TRUE |
| LBBG | Bulgaria | LGRX | Greece | FALSE | 1 | Jet-A1 | 3,6 | 3,15 | 11,3 | TRUE |
| LBSF | Bulgaria | DRZA | Niger | FALSE | 7 | Jet-A1 | 74,1 | 3,15 | 233,4 | FALSE |
| LBSF | Bulgaria | DTNH | Tunisia | FALSE | 15 | Jet-A1 | 87,9 | 3,15 | 276,9 | FALSE |
| LBSF | Bulgaria | EDDL | Germany | FALSE | 1 | Jet-A1 | 5,8 | 3,15 | 18,3 | TRUE |
| LBSF | Bulgaria | EGCC | United Kingdom | FALSE | 1 | Jet-A1 | 7,1 | 3,15 | 22,5 | TRUE |
| LBSF | Bulgaria | EGKK | United Kingdom | FALSE | 1 | Jet-A1 | 6,5 | 3,15 | 20,5 | TRUE |
| LBSF | Bulgaria | EHAM | Netherlands | FALSE | 1 | Jet-A1 | 6,0 | 3,15 | 18,9 | TRUE |
| LBSF | Bulgaria | ENGM | Norway | FALSE | 1 | Jet-A1 | 6,9 | 3,15 | 21,8 | TRUE |
| LBSF | Bulgaria | HECA | Egypt | FALSE | 18 | Jet-A1 | 107,9 | 3,15 | 339,8 | FALSE |
| LBSF | Bulgaria | HEGN | Egypt | FALSE | 41 | Jet-A1 | 293,3 | 3,15 | 923,9 | FALSE |
| LBSF | Bulgaria | HESH | Egypt | FALSE | 4 | Jet-A1 | 25,4 | 3,15 | 80,2 | FALSE |
| LBSF | Bulgaria | LATI | Albania | FALSE | 1 | Jet-A1 | 2,4 | 3,15 | 7,7 | TRUE |
| LBSF | Bulgaria | LDPL | Croatia | FALSE | 1 | Jet-A1 | 1,7 | 3,15 | 5,4 | TRUE |
| LBSF | Bulgaria | LEIB | Spain | FALSE | 1 | Jet-A1 | 2,8 | 3,15 | 8,3 | TRUE |
| LBSF | Bulgaria | LEMG | Spain | FALSE | 1 | Jet-A1 | 3,8 | 3,15 | 11,9 | TRUE |
| LBSF | Bulgaria | LFLB | France | FALSE | 2 | Jet-A1 | 4,8 | 3,15 | 15,0 | TRUE |
| LBSF | Bulgaria | LFMN | France | FALSE | 2 | Jet-A1 | 3,9 | 3,15 | 12,2 | TRUE |
| LBSF | Bulgaria | LFOT | France | FALSE | 1 | Jet-A1 | 3,1 | 3,15 | 9,7 | TRUE |
| LBSF | Bulgaria | LFPG | France | FALSE | 1 | Jet-A1 | 7,9 | 3,15 | 24,9 | TRUE |
| LBSF | Bulgaria | LGAV | Greece | FALSE | 1 | Jet-A1 | 2,7 | 3,15 | 8,6 | TRUE |
| LBSF | Bulgaria | LGTS | Greece | FALSE | 2 | Jet-A1 | 3,6 | 3,15 | 11,3 | TRUE |
| LBSF | Bulgaria | LIBD | Italy | FALSE | 5 | Jet-A1 | 17,7 | 3,15 | 55,6 | TRUE |
| LBSF | Bulgaria | LIEO | Italy | FALSE | 2 | Jet-A1 | 4,1 | 3,15 | 12,8 | TRUE |
| LBSF | Bulgaria | LIMC | Italy | FALSE | 1 | Jet-A1 | 4,5 | 3,15 | 14,2 | TRUE |
| LBSF | Bulgaria | LIML | Italy | FALSE | 4 | Jet-A1 | 7,4 | 3,15 | 23,3 | TRUE |
| LBSF | Bulgaria | LIRA | Italy | FALSE | 1 | Jet-A1 | 4,3 | 3,15 | 13,7 | TRUE |
| LBSF | Bulgaria | LIRF | Italy | FALSE | 1 | Jet-A1 | 4,5 | 3,15 | 14,0 | TRUE |
| LBSF | Bulgaria | LIRN | Italy | FALSE | 9 | Jet-A1 | 13,6 | 3,15 | 42,8 | TRUE |
| LBSF | Bulgaria | LOWI | Austria | FALSE | 3 | Jet-A1 | 5,4 | 3,15 | 17,0 | TRUE |
| LBSF | Bulgaria | LROP | Romania | FALSE | 1 | Jet-A1 | 1,8 | 3,15 | 5,8 | TRUE |
| LBSF | Bulgaria | LSGG | Switzerland | FALSE | 1 | Jet-A1 | 2,3 | 3,15 | 7,3 | TRUE |
| LBSF | Bulgaria | LSZH | Switzerland | FALSE | 3 | Jet-A1 | 8,5 | 3,15 | 26,9 | TRUE |
| LBSF | Bulgaria | LTAI | Turkey | FALSE | 50 | Jet-A1 | 217,5 | 3,15 | 685,0 | TRUE |
| LBSF | Bulgaria | LTAZ | Turkey | FALSE | 27 | Jet-A1 | 122,1 | 3,15 | 384,6 | TRUE |
| LBSF | Bulgaria | LTFE | Turkey | FALSE | 15 | Jet-A1 | 52,3 | 3,15 | 164,9 | TRUE |



