# **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:

Information about this report:

This Annual Emissions Report was submitted by: Unique Identifier of the aircraft operator (CRCO No.): Version number of this emission report

Version number of the latest approved monitoring plan:

This emission report is used for CORSIA:

2022

Bulgaria AIR AD 29056 TRUE

Total emissions of the aircraft operator from flights reportable under the

70 936 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

Memo-Item: Total non-sustainable biomass emissions

0 t CO2 t CO2

Total emissions of the aircraft operator from flights reportable under the 1603 tCO2 CH ETS (Swiss ETS): nces 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 0 t CO2 Memo-Item: Total non-sustainable biomass emissions

Emissions of the aircraft operator from international flights covered by CORSIA:

Total emissions from international flights:

76 578 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:

23. 02. 2023-

Hristo Todoro CEO of Bulgaria AIR AD

Bistra Marinkova Procurator of Bulgaria AIR AD

SOFIA AIRPO Bulaaria Aii

NATIONAL CARRIE

AIR

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## GENERAL INFORMATION ABOUT THIS REPORT

-	Reporting Year and Scope	
	Reporting year: This is the year in which the reported aviation activities look place, i.e. 2013 for the report which y	2022
b)	Version number of this emission report:  This should be a natural number (starting from 1) helping the verifier and competent authority to ic	1
c)	Language in which this report is filled: For performing automated checks on the data reported, it is important that the complete re deviate from the template's language). Please confirm here the language in which you have	English port is filled consistently in one language (which may
	Has the Art. 28a(6) derogation been used? In accordance with Article 28a(6) of the EU ETS Directive, aircraft operators emitting less than 25 ETS, or emitting less than 3 000 tCO2 per year under the reduced scope, both commercial and no independent verifier.	FALSE  000 tonnes of CO2 per year, related to the full scope of the number of the full scope of the full scope of the number of the full scope of the full s
	Note that for the purposes of the EU ETS, the threshold applies to the sum of all flights within EEA incoming from Switzerland and the UK.	A, outgoing from EEA and incoming to EEA, including those
	The alternative involves determining their emissions by using the small emitters tool approved unused for determining emissions must originate from Eurocontrol. As a result, aircraft operators take populated by Eurocontrol with data from its ETS support facility, without any modification.	
	Scope: EU ETS and/or CORSIA:  Note: If this section is kept empty, it is automatically assumed that this report is filled for EU ETS or	ante.
	If you have an obligation under CORSIA to the same country as under the EU It template which are marked as relating to ICAO's market based mechanism CO In line with paragraph 1.2 of the CORSIA SARPs, the aircraft operator is attribute designator, if applicable, or to the state that issued the AOC, or the place of juri An obligation under CORSIA is given only if you are producing annual CO2 em international flights conducted by aeroplanes with a maximum certificated take-2019, with the exception of humanitarian, medical and firefighting flights. If for CORSIA purposes you are attributed to another country, you have to report Therefore please get in touch with the relevant competent authority of that cour an annual emissions report.	ORSIA (indicated by a light blue frame).  Ited to the state according to its ICAO didical registration.  Ites is greater than 10,000 tonnes from off mass greater than 5,700 kg from 1 January ort the data relevant for CORSIA to that country thry for further instructions on the need to deliver
)	Please confirm if you want to use this emission report for CORSIA:	TRUE
	Are you required to comply with CORSIA in another state?	
)	Please confirm to which other state you will report under CORSIA:	
	Some aircraft operators have an obligation under CORSIA only, i.e. no obligation emissions report for CORSIA purposes only, please confirm below that this is to be a confirmation of the	
h)	Please confirm if you have an obligation under the EU ETS:	TRUE
	Identification of the Aircraft Operator	ZALIKU SENERA FARILIA I
1)	Please enter the name of the aircraft operator:  This name should be the legal entity carrying out the aviation activities defined in Annex I of the E	Bulgaria AIR AD
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 air Commission's list of operators:	craft operator as it appears on the
	The name of the aircraft operator on the list pursuant to Article 18a(3) of the EU ETS Directive may be different to the actual aircraft operator's name entered in 2(a) above Keep empty, if not	
	applicable.	
d)	The second secon	ffic Control (ATC) purposes, where available
d)		at LZB
	Please enter the unique ICAO designator used in the call sign for Air Traf  The ICAO designator should be that specified in box 7 of the ICAO flight plan (excluding the flight identification) as specified in ICAO document 8595. 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).	of LZB se provide the aircraft registration markings
(e)	Please enter the unique ICAO designator used in the call sign for Air Traf  The ICAO designator should be that specified in box 7 of the ICAO flight plan (excluding the fligh 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).  Where a unique ICAO designator for ATC purposes is not available, please 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 osel	of LZB se provide the aircraft registration markings
(e) (f)	Please enter the unique ICAO designator used in the call sign for Air Traft 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).  Where a unique ICAO designator for ATC purposes is not available, plead 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-oach registration with a semicolon (***). Otherwise enter ***n.a.** and proceed.  Please enter the administering Member State of the aircraft operator	Environment Agency
(e) (f)	Please enter the unique ICAO designator used in the call sign for Air Traft 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).  Where a unique ICAO designator for ATC purposes is not available, plead 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 esperate-each registration with a semicolon (??). Otherwise enter "n.a." and proceed.  Please enter the administering Member State of the aircraft operator pursuant to Art. 18a of the Directive.  Competent authority in this Member State: In some Member States there is more than one Competent Authority dealing with the EU ETS for appropriate authority, if applicable. Otherwise choose "n.a.".  Please enter the number and issuing authority of the Air Operator Certific a Member State if available:	Environment Agency refricted (AOC) and Operating Licence granted I
(d) (e) (f) (g) (h)	Please enter the unique ICAO designator used in the call sign for Air Traft 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 first and proceed to 2(e).  Where a unique ICAO designator for ATC purposes is not available, plead 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 fail- unablest) of all the aircraft you operate as used in box 7 of the flight plan. Please exparate-oach registration with a semicolon (**,**). Otherwise enter **n.a.** and proceed.  Please enter the administering Member State of the aircraft operator pursuant to Art. 18a of the Directive.  Competent authority in this Member State: In some Member States there is more than one Competent Authority dealing with the EU ETS for appropriate authority, if applicable. Otherwise choose "n.a.".  Please enter the number and issuing authority of the Air Operator Certifit	Environment Agency refricted (AOC) and Operating Licence granted I



	Operating Licence:	BG2407-12
	Issuing authority:	Bulgaria - Civil Aviation Administration
	looding additing.	
F	Please enter the address of the aircraft operator, including postcool	de and country:
	Address Line 1	Sofia Airport
	Address Line 2	1 Brusseles Blvd
	City	Sofia
	State/Province/Region	
	Postcode/ZIP	1540
	Country	Bulgaria
	Telephone Number:	35924020312
	Email address	office@air.bg
It	Who can we contact about your annual emission report? will help the competent authority to have someone who they can contact directly with a ne authority to act on your behalf. This may be an agent acting on behalf of the aircraft.	operator.
	Title:	Mr
	First Name:	Lyubomír
	Surname:	Iliev
	Job title:	Ground handling division
	Organisation name (if acting on beha	alf of the aircraft operator):
	Telephone number:	25024020242
		35924020312
}	Email address:  Please provide an address for receipt of correspondence for must provide an address for receipt of notices or other documents under or in conn	fuels@air.bg section with the EU Greenhouse Gas Emissions Trading Scheme.
}	Email address:  Please provide an address for receipt of correspondence four must provide an address for receipt of notices or other documents under or in conn please provide an electronic address and a postal address within the administering Mer  Title: First Name: Surname: Email address: Telephone number: Address Line 1: Address Line 2: City: State/Province/Region:	fuels@air.bg section with the EU Greenhouse Gas Emissions Trading Scheme.
}	Email address:  Please provide an address for receipt of correspondence four must provide an address for receipt of notices or other documents under or in conn Please provide an electronic address and a postal address within the administering Mei  Title:  First Name:  Surname:  Email address:  Telephone number:  Address Line 1:  Address Line 2:  City:  State/Province/Region:  Postcode/ZIP:	fuels@air.bg section with the EU Greenhouse Gas Emissions Trading Schen mber State.  Mr Lyubomir Iliev fuels@air.bg 35924020312 1 Brussels Blvd Sofia
}	Email address:  Please provide an address for receipt of correspondence four must provide an address for receipt of notices or other documents under or in conn please provide an electronic address and a postal address within the administering Mer  Title: First Name: Surname: Email address: Telephone number: Address Line 1: Address Line 2: City: State/Province/Region:	fuels@air.bg  mection with the EU Greenhouse Gas Emissions Trading Schen mber State.  Mr Lyubomir Illiev fuels@air.bg 35924020312 1 Brussels Blvd  Sofia
) F	Email address:  Please provide an address for receipt of correspondence four must provide an address for receipt of notices or other documents under or in conn Please provide an electronic address and a postal address within the administering Mei  Title:  First Name:  Surname:  Email address:  Telephone number:  Address Line 1:  Address Line 2:  City:  State/Province/Region:  Postcode/ZIP:	fuels@air.bg section with the EU Greenhouse Gas Emissions Trading Scheme mber State.  Mr Lyubomir Illiev fuels@air.bg 35924020312 1 Brussels Blvd Sofia 1540 Bulgaria
) I	Email address:  Please provide an address for receipt of correspondence for must provide an address for receipt of notices or other documents under or in conn Please provide an electronic address and a postal address within the administering Mei  Title:  First Name:  Surname:  Email address:  Telephone number:  Address Line 1:  Address Line 2:  City:  State/Province/Region:  Postcode/ZIP:  Country:  Legal representative of the aircraft operator  Please provide contact information of a representative who is legally responsible for the	ruels@air.bg  section with the EU Greenhouse Gas Emissions Trading Scheme.  Mr Lyubomir Illiev fuels@air.bg 35924020312 1 Brussels Blvd  Sofia  1540 Bulgaria  se aircraft operator, for the purpose of compliance with the EU ETS
) I	Email address:  Please provide an address for receipt of correspondence for must provide an address for receipt of notices or other documents under or in conn Please provide an electronic address and a postal address within the administering Mer  Title:  First Name:  Surname:  Email address:  Telephone number:  Address Line 1:  Address Line 2:  City:  State/Province/Region:  Postcode/ZIP:  Country:  Legal representative of the aircraft operator  Please provide contact information of a representative who is legally responsible for the CORSIA rules, as applicable.	ruels@air.bg  mection with the EU Greenhouse Gas Emissions Trading Scheme.  Mr Lyubomir Illiev fuels@air.bg 35924020312 1 Brussels Blvd  Sofia  1540 Bulgaria  perioraft operator, for the purpose of compliance with the EU ETS  Mr Hristo
) I	Email address:  Please provide an address for receipt of correspondence  four must provide an address for receipt of notices or other documents under or in conn  Please provide an electronic address and a postal address within the administering Men  Title:  First Name:  Surname:  Email address:  Telephone number:  Address Line 1:  Address Line 2:  City:  State/Province/Region:  Postcode/ZIP:  Country:  Legal representative of the aircraft operator  Please provide contact information of a representative who is legally responsible for the CORSIA rules, as applicable.  Title:	Tuels@air.bg  section with the EU Greenhouse Gas Emissions Trading Scheme.  Mr Lyubornir Illiev fuels@air.bg 35924020312 1 Brussels Blvd Sofia 1540 Bulgaria  se aircraft operator, for the purpose of compliance with the EU ETS  Mr Hristo Todorov
) I	Email address:  Please provide an address for receipt of correspondence  four must provide an address for receipt of notices or other documents under or in connice and a postal address within the administering Menorate and a postal address within the administering Menorate and a postal address within the administering Menorate and address:  Title:  First Name:  Please provide an address of the address Line 2:  City:  State/Province/Region:  Postcode/ZIP:  Country:  Legal representative of the aircraft operator  Please provide contact information of a representative who is legally responsible for the CORSIA rules, as applicable.  Title:  First Name:	fuels@air.bg  section with the EU Greenhouse Gas Emissions Trading Scheme. mber State.  Mr Lyubomir Illiev fuels@air.bg 35924020312 1 Brussels Blvd Sofia 1540 Bulgaria  a aircraft operator, for the purpose of compliance with the EU ETS  Mr Hristo Todorov office@air.bg
) !	Email address:  Please provide an address for receipt of correspondence four must provide an address for receipt of notices or other documents under or in connice and a postal address within the administering Mental Provide an electronic address and a postal address within the administering Mental Price and Price a	Tuels@air.bg  section with the EU Greenhouse Gas Emissions Trading Scheme.  Mr Lyubornir Illiev fuels@air.bg 35924020312 1 Brussels Blvd Sofia 1540 Bulgaria  se aircraft operator, for the purpose of compliance with the EU ETS  Mr Hristo Todorov

# 3 Identification of the verifier

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

State/Province/Region:

Address Line 2:

Postcode/ZIP:

Country:

City:

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.

nall emitters make use of this simplification, this section can be left empty

******	o oman control o man	c doc or and onlight	iodilon, uno occion i		
(a)	Name and add	ress of the veri	fier of your ann	ual emission	report

Country:

Company Name: Address Line 1: Address Line 2: City:

1 Evlogi Georgiev str Plovdiv State/Province/Region: Postcode/ZIP: 4000 Bulgaria

Verifikace CZ s.r.o.

Sofia

1540

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: First Name: Surname: Email address: Telephone number: Pavel Vrastil vrastil@verifikace.cz 420 777 603 592

(c) Information about the verifier's accreditation:

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

Member State where accreditation has been granted:

Czechia G 3185

Registration number issued by the accreditation body: The availability of such registration information may depend on the accre rediting Member State's prac



#### **EMISSION DATA OVERVIEW**

#### 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: 23.11.2022

(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

#### 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:

	5 608
	130
4.000 (4.000)	5 738

16

#### (b) Properties of the fuels used:

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

preliminary EF The "preliminary emission factor" is the assumed total emission factor of a mixed fuel or material based on the total carbon content composed of biomass fraction and fossil fraction before multiplying it with the fossil fraction to result in the emission factor. For Aviation, the EF is usually reported as t CO2/t.

NCV Net calorific value. Proxy data is to be reported for completeness purposes. In this template it is not used for emission calculation. biomass content 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 (sustainable) fuel, which is demonstrated to comply with the sustainability criteria. This amount is used for calculating the fossil and biomass emissions under point (c).

Please enter here the percentage of biomass (% of the carbon content) contained in the fuel which cannot be demonstrated to comply with the biomass content (non-sustainable) sustainability criteria. This biomass is treated like fossil material, i.e. it contributes to fossil emissions under point (c), but is also presented as a separate memo-item

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

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

#### 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	Contract the same of the same				
6				Angel Control	
7		0.7			
8	0.000				
9					
10					
11	F24-9-020-020-020-020-020-020-020-020-020-0				
12	Kine area				

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

Fuel consumption and emissions in the EU ETS (c)



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. 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	22 519,40	70 936	0	0
2	Jet gasoline (Jet B)	3,10		On the second		F
3	Aviation gasoline (AvGas)	3,10	Control of the Control	(C)		magnetic project-shifted to
4				2017	7	19775
5	Control of the Contro				1000000	2007 24 10 20 20 10 10 10 10 10 10 10 10 10 10 10 10 10
6	10 September 201					Mayber 1997 to an action to
7	2/3			19.125.42		
8		100		Table reserve		
9						THE STATE OF THE S
10						
11						113/2012
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!

otal CO2 emissions	(EU 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 EU ETS, i.e. relate to the reduced scope.

70 936

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	509,00	1 603	0	0
2	Jet gasoline (Jet B)	3,10		1000	1000	
3	Aviation gasoline (AvGas)	3,10			2.000	A CONTRACTOR OF THE PARTY OF TH
4	77 January 1, 1992 200 200 200 200 200 200 200 200 200				, Program	
5	PERSONAL PROPERTY OF THE PERSON OF THE PERSO	1000				
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7	ACCORDANGED TO CONTRACT A CONTRACT OF THE CONT				690100000000000000000000000000000000000	200 A200 AND 127 CARD III
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9	AND THE PROPERTY OF THE PROPER	160 S 2 3 10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			12.0	A CAMPAGE OF THE PARTY OF
10						100000000000000000000000000000000000000
11						
12					100	100

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: 1 603

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.



Please report. The Internation of Internation of the Internation of In				FALSE	
The search dependence of the fight determines the whole how meants period and right shall be allowed as account.    Provided	32 32		flights covered by the El	J ETS in each four-month period du	ring the reporting year for whi
Sample to Agrid   May to Aquist   Septimetre to December			ch four month period that flight sh	all-be-taken into account.	
Sample to Agrid   May to Aquist   Septimetre to December					
Septimetr's December Total:  Total emissions in the reporting year: Please enter here the total emissions related to the full scope.  Confirmation of eligibility for simplified approach: Note: if you are using the simplified approach for small emitters, but have exceeded the applicable streshold device in emissions exply in accordance with Article 56(4) of the MRIR: The aircraft operation exist and ply the competent authority for each exist and place from the competent authority for exposure.  Article 14(4) is the competent authority for agreement existence which will be a competent authority for a given with a time to exist the employed approach provised that the aircraft operator domination of the competent authority that it frimestolise have not already been exceeded within the past five reporting periods and will not be exceeded again from the following reporting particle authority that it frimestolise have not already been exceeded within the past five reporting periods and will not be exceeded again from the following reporting particle authority that it frimestolise have not already been exceeded within the past five reporting periods and will not be exceeded again from the following reporting particle authority that it frimestolis have not already been exceeded within the past five reporting periods and will not be exceeded again from the following reporting particle authority that it frimestolis have not already flower from the following reporting particle authority that it frimestolis have not already flower from 101 for all and 1					
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Percentage of EU/CH ETS flights for which data gaps occurred (rounded to nearest 0.1%)	For limiting administration included, too.  List of data gaps in accordance with A the small emitters ap Please specify here are NOT added to to to The table should be a Reference  Reason Type  Replacement methods are simple and to the small emitters appeared by the small emitters appeared by the small emitters are small emitters. The table should be a Reference  Reason Type  Replacement methods are small emissions.	strative burden, this sections (a) as occurred and method of of article 65(2) of the MRR data gaps or proach.  In the data gaps occurred, how sure the emissions given in section 5 a filled as follows:  Here the data gap should be spand end date of the period when Please describe here the reason Please indicate the method of describe here the type of the type.  Reason  Reason	letermining surrogate dat ust be closed by a method define trogate data was determined, a nd/or 12 (if relevant), but must ecified, either by referencing the re the gap occurred. In why the data gap occurred. If data gap, such as "density mea etermining surrogate data, by refe emissions which are affected by  Type  end	ta ad in the monitoring plan, or if this is not possible and the amount of emissions according to the be included in the data in those sections.  aircraft, aerodrome, flight numbers etc. for which issurement not available", "fuel uplift not available erencing the procedure in your monitoring plan, the data gap. This figure must be INCLUDED in  Replacement method  end	e, by using a tool which may be used for the surrogate data. Note that these data the data gap occurred, and/or the start in the data gap occurred, and/or



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.

<<< Click here to proceed to section 8 "Detailed emission 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.

		<u>Januaria</u>	Emissi	ons from each Fue	[t CO2]			
		Jet kerosene (jet A1 or jet A)	Jet gasoline (Jet B)	Aviation gasoline (AvGas)	Alternative fuel 1	<add fuels<br="" more="">before this column&gt;</add>	TOTAL [t CO2]	Total number of flights
Α	Total aggregated CO2 emissions from all flights relating to the reduced scope of the EU ETS Directive (= B + C)	70 936	0	0	0	0	70 936	5 608
В	of which departure MS is the same as arrival MS (domestic flights, =sum of section (b))	11 574	0	0	0	0	11 574	1 975
С	of which all other intra EEA flights, and flights from EEA to Switzerland or UK	59 362	0	0	0	0	59 362	3 633
D	emissions from all flights departing from a Member State to another Member State, Switzerland or UK (=sum of section 8(c))	59 362	0	0	0	0	59 362	3 633

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

Total emissions entered in section 5(c): Difference to data given in this sheet:

70 936 t CO2 0 t CO2

(b) Aggregated CO2 emissions from all flights of which departure Member State is the same as arrival Member State (domestic flights):

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

			ons from each Fue				
Member State of departure and arrival	Jet kerosene (jet A1 or jet A)	Jet gasoline (Jet B)	Aviation gasoline (AvGas)	Alternative fuel 1	<add fuels<br="" more="">before this column&gt;</add>	TOTAL [t CO2]	Total number of flights
Austria						0	
Belgium	ar State of the State of State of					0	
Bulgaria	11 018					11 018	1 907
Croatia						0	
Cyprus						0	
Czechia		2.00				0	
Denmark						0	
Estonia						0	The second
Finland						0	
France	3					3	1
Germany	207	3320		and the second		207	30
Greece						0	
Hungary						0	
Iceland						0	
Ireland						0	
Italy						0	
Latvia						0	
Liechtenstein	7510					0	
Lithuania				en e		0	
Luxembourg						0	
Malta			100			0	
Netherlands						0	
Norway				Les acrosses		0	
Poland		100				0	
Portugal						0	
Romania						0	
Slovakia		77-69 TO 18 19 19 19 19 19 19 19 19 19 19 19 19 19				0	
Slovenia				Quality of the second		0	
Spain	346					346	37
Sweden						0	
Sum of domestic flights:	11 574	0	0	0	0	11 574	1 975

(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	Jet kerosene (jet A1 or jet A)	Jet gasoline (Jet B)	ns from each Fue Aviation gasoline (AvGas)		<add fuels<br="" more="">before this column&gt;</add>	TOTAL [t CO2]	Total number of flights
Austria	Bulgaria	111					111	12
Belgium	Bulgaria	1 805					1 805	113
Bulgaria	Austria	127					127	12
Bulgaria	Belgium	2 013		(ALM)			2 013	112
Bulgaria	United Kingdom	3 375					3 375	149
Bulgaria	Germany	4 203					4 203	273
Bulgaria	Greece	1 114					1 114	130
Bulgaria	Spain	3 840	San District Common Co.				3 840	164
Bulgaria	Italy	1 389					1 389	121
Bulgaria	Cyprus	703					703	57
Bulgaria	Poland	33					33	3
Bulgaria	Ireland Republic	27	100 100 100 100				27	1
Bulgaria	Slovakia	159					159	13
Bulgaria	Hungary	142			Market Name (1995)		142	13
Bulgaria	Finland	29		description of the second			29	1
Bulgaria	France	4 984					4 984	247
Bulgaria	Netherlands	7 346				97.000.000.000.000	7 346	355
Bulgaria	Czech Republic	2 318					2 318	179
Bulgaria	Switzerland	1 796					1 796	122
Germany	Bulgaria	3 532					3 532	256
Greece	Bulgaria	1 059					1 059	130
Spain	Bulgaria	3 597					3 597	165
Italy	Bulgaria	1 310		100	0.00	the second second	1 310	121
Cyprus	Bulgaria	813	and the contract of the	= 20		Section of the section of	813	57
Poland	Bulgaria	43	0.147				43	4
Portugal	Poland	18					18	1
Ireland Republic	Bulgaria	27					27	1
Slovakia	Bulgaria	151					151	13
Hungary	Bulgaria	138					138	13
France	Bulgaria	4 328			A KOURS OF THE STATE OF THE STA		4 328	245
France	Spain	11					11	1
Netherlands	Bulgaria	6 512	Extraction of the second				6 512	355
Czech Republic	Bulgaria	2 249					2 249	186
Czech Republic		60	3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1				60	8
Czech Republic	Switzerland	60					0	
							0	
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							0	
	al rows above this row, if ne							
departing from each	ssions from all flights Member State to another itzerland, or to the UK	59 362	0		0	0	59 362	3 63.

## 8b Detailed emissions data - CH ETS

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

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

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

Emissions from each Fuel [t CO2]



		Jet kerosene (jet A1 or jet A)	Jet gasoline (Jet B)	Aviation gasoline (AvGas)	Alternative fuel 1	<add fuels<br="" more="">before this column&gt;</add>	TOTAL [t CO2]	Total number of flights
Α	Total aggregated CO2 emissions from all flights relating to the scope of the CH ETS (= B + C)	1 603	0	0	0	0	1 603	130
В	Swiss domestic flights	0	0	0	0	0	0	0
С	Flights from Switzerland to EEA countries	1 603	0	0	0	0	1 603	130

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:

1 603 t CO2 0 t CO2

#### Domestic flights:

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

		Emissi	ons from each Fue	[t CO2]			
State of departure and arrival	Jet kerosene (jet A1 or jet A)	Jet gasoline (Jet B)	Aviation gasoline (AvGas)	Alternative fuel 1	<add fuels<br="" more="">before this column&gt;</add>	TOTAL [t CO2]	Total number of flights
Switzerland	1200					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	Jet kerosene (jet A1 or jet A)	Jet gasoline (Jet B)	Aviation gasoline (AvGas)	Alternative fuel 1	<add fuels<br="" more="">before this column&gt;</add>	TOTAL [t CO2]	Total number of flights
Switzerland	Austria						0	
Switzerland	Belgium	8					8	1
Switzerland	Bulgaria	1 483					1 483	114
Switzerland	Croatia						0	
Switzerland	Cyprus						0	
Switzerland	Czechia	113					113	15
Switzerland	Denmark						0	
Switzerland	Estonia						0	
Switzerland	Finland						0	
Switzerland	France						0	
Switzerland	Germany						0	
Switzerland	Greece						0	
Switzerland	Hungary	u danun samue astro					0	
Switzerland	Iceland							
Switzerland	Ireland			22.5			0	
Switzerland	Italy						0	
Switzerland	Latvia						0	
Switzerland	Liechtenstein	4 1					.0	
Switzerland	Lithuania						0	
Switzerland	Luxembourg						0	
Switzerland	Malta						0	
Switzerland	Netherlands						0	Section 1 to Control of the Control
Switzerland	Norway						0	Control of the Contro
Switzerland	Poland						0	S. C. Land St. Co., S
Switzerland	Portugal					The state of the s	0	Strategic Land of the Strategic Company of the
Switzerland	Romania						0	THE PARTY OF THE P
Switzerland	Slovakia						0	Service and the service of the servi
Switzerland	Slovenia						0	100001241240000000000000000000000000000
Switzerland	Spain	The West of the Control					0	Section of the sectio
Switzerland	Sweden						0	S. British and St.
	ssions from all flights erland to an EEA Membel	1 603	(	0			1 603	130



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

Aircraft type (ICAO aircraft type designator)		B733	R 170	F190	3733	0730	AJIY	A319	A320	MD82		A332	E190	E190	E190		end						
Aircraft type (ICAO aircraft   Aircraft subtype (as specified   Aircraft registration number   Owner of the aircraft (if   If the aircraft has not belonged to year:  Type designator)   Applicable)   Aircraft registration number   Owner of the aircraft (if   If the aircraft has not belonged to year:    Year:   Owner of the aircraft (if   If the aircraft has not belonged to year:   Owner of the aircraft has not belonged to year:   Owner of the aircraft has not belonged to year:   Owner of the aircraft has not belonged to year:   Owner of the aircraft has not belonged to year:   Owner of the aircraft has not belonged to year:   Owner of the aircraft has not belonged to year:   Owner of the aircraft (if   If the aircraft has not belonged to year:   Owner of the aircraft has not belonged to		Boeing 737-341	Avro B 170	Embraer ER.I-190STD	Boeing 737 319	Docard For-old	Alfbus A319-112	Airbus A319-112	Airbus A320-214	McDonnell Douglas MD-	282	All pus Assu-203	Embraer ERJ-190STD	Embraer ERJ-190STD	Embraer ERJ-190STD		end						
Aircraft registration number		LZB00	I ZBRU	LZBUR	I 7BM	17000	LZFBA	LZFB8	LZFBC	LZFBD	LZFBE	LZFBG	LZFBH	LZFBI	LZFBK	LZLDN	1 ZONIT	LZONE	LZPLO	LZSOF	LZVAR		end
Owner of the aircraft (if known) In the case of leased-in	aircraft, the lessor	Bul Air	Bulgaria AIR	Bulgaria AIR	Bul Air	Dulancia AID	Dulyana Ain	Bulgana AIK	Bulgaria AIR	Bulgaria Air Charter	Out.	Guille	Bulgaria AIR	Bulgaria AIR	Bulgaria AIR		end						
If the aircraft hat your fleet for the	Starting date	26.06.2022			18.05.2022											02.07.2022	20 08 2022	10.00.00					end
If the aircraft has not belonged to your fleet for the whole reporting year:	End date	26.10.2022	14.01.2022		26.09.2022											02.07.2022	20 08 2022						end
	Jet-A	TRUE	TRUE	TRUE	TRUE	TRUE	1011	1500	IXOE	IRUE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	1811E	- 700	IRUE	TRUE		end
	Jet-A1																						end
Fuel used	Jet-B																						end
	AvGas																						end
	other																					250	end
ETS		TRUE	TRUE	RUE	RUE	TRUE	TRUE	TRIF	10.75	1700	1700	ROE	ROR	- ROIT	IRUE	- KOR	TRUE	TRUE	TOLICE	1200	1700	2	ella
Els on men		FALSE	FALSE	- ROE	FALSE	TRUE	TRUE	FAISE	TOLIC	1200	FALSE	FALSE	ROF	-ROIT	IRUE	FALSE	FALSE	TRUE	10110	1200	INCE	2	GIG
consia (if		IRUE	IRUE	ROE	- ROE	TRUE	TRUE	TRIF	101101	1700	1200	1700	RUE	-7200	T T T	77.00	TRUE	TRUE	10 I GT	1000	INDE	ond.	elid

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



# Member State specific further information

10 Comments	SPECIAL SOURCE SERVICE	LONG A. MANAGEMENT
Space for further Comments:		

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



## Annex: Emissions per aerodrome pair - EU ETS and CH ETS

### 11 Additional emissions data – EU ETS and CH ETS

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

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

FALSE

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

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

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

Aerodrome Pair (use 4	-letter ICAO designator)	Total number of flights per aerodrome pair	Total emissions [t CO2]		
Aerodrome of departure	Aerodrome of arrival				
EBBR	LBSF	113	1 805		
EDDB	EDDF	18	119		
EDDB	LBSF	136	1 892		
EDDF	EDDB	12	88		
EDDF	LBSF	114	1 560		
EDDK	LBSF	1	12		
EDDS	LBBG	2	27		
EDDS	LBSF	3	41		
EHAM	LBSF	355	6 512		
EIDW	LBSF	1	27		
EPWA	LBSF	4	43		
LBBG	EDDS	2	33		
LBBG	EDSB	2	40		
LBBG	LBPD	1	6		
LBBG	LBSF	85	482		
LBBG	LBWN	26	63		
LBBG	LCLK	1	11		
LBBG	LHBP	13	142		
LBBG		11	145		
	LKMT	22	294		
LBBG	LKPD LKPR	9	160		
LBBG		10	125		
LBBG	LZIB		34		
LBBG	LZKZ	3	54		
LBPD	LBBG	1	13		
LBPD	LCLK	1	2 013		
LBSF	EBBR	112			
LBSF	EDDB	142	2 106		
LBSF	EDDF	108	1 723		
LBSF	EDDK	1	23		
LBSF	EDDS	3	47		
LBSF	EDSB	12	170		
LBSF	EFRO	1	29		
LBSF	EGLL	149	3 375		
LBSF	EHAM	355	7 346		
LBSF	EIDW	1	27		
LBSF	EPWA	3	33		
LBSF	LBBG	97	539		
LBSF	LBWN	837	4 849		
LBSF	LCLK	55	678		
LBSF	LEMD	121	2 958		
LBSF	LEMG	8	227		
LBSF	LEPA	35	655		
LBSF	LFBO	1	2		
LBSF	LFMN	1	14		
LBSF	LFPG	245	4 948		
LBSF	LGAV	108	909		
LBSF	LGIR	20	189		
LBSF	LGMK	2	1.		
LBSF	LICC	1	12		
LBSF	LIEO	1	16		



LBSF	LIRF	119	1 361
LBSF	LKPR	137	1 719
LBSF	LOWW	12	127
BSF	LSZH	122	1 796
BWN	EDSB	3	60
BWN	LBBG	10	28
BWN	LBSF	850	5 046
CLK	LBBG	1	13
LCLK	LBPD	1	16
LCLK	LBSF	55	784
LEMD	LBSF	120	2 582
LEMD	LEMG	2	16
LEMG	LBSF	39	911
LEMG	LEPA	3	29
LEPA	LBSF	6	103
LEPA	LEMG	32	301
LFBO	LFBF	1	301
LFMN	ALL AND INTERNATIONAL PROPERTY OF THE PROPERTY		11
	LEMD		
LFPG	LBSF	245	4 328
LGAV	LBSF	108	854
LGIR	LBSF	20	189
LGMK	LBSF	2	16
LHBP	LBBG	13	138
LICC	LBSF	1	13
LIEO	LBSF	1	14
LIRF	LBSF	119	1 283
LKMT	LBBG	11	131
LKPD	LBBG	22	270
LKPR	LBBG	9	150
LKPR	LBSF	144	1 698
LKPR	LSZH	8	60
LOWW	LBSF	12	111
LPPT	EPWA	1	18
LSZH	EBBR	1	8
LSZH	LBSF	114	1 483
LSZH	LKPR	15	113
LZIB	LBBG	10	120
LZKZ	LBBG	3	31
			75 5 3 45 sales 5 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
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120			
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1.378740			
100			
STATE OF THE STATE	AND THE PROPERTY OF THE PROPER	Section 2011 And Address Course on Course (Section Course)	The state of the s

Totals:			
	Total number of flights	Total emissions [t CO2]	
Reporting year totals:	5 738	72 539	
Compare data entered in section 5:	5 738	72 539	



#### (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 heve 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 undermeath. All serocirome pairs that were operated during the reporting year have to be reported.

Note I: Please report both directions between serocirome pairs if applicable (A-B and B-A).

Note II: How used different type of fuels on the same enrodrome pairs if applicable (A-B and B-A).

Note II: How used different type of fuels on the same enrodrome pairs if applicable fuels are calculated with the fuel conversion factor(s) from corresponding available fuels are calculated with the fuel conversion factor(s) from corresponding available 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):	76 578	t CO2
Total CO2 emissions from flights subject to offsetting requirements (in tonnes):	72 589	t CO2
Total number of international flights during reporting period:	4 638	
Total number of international flights subject to offsetting requirements;	4 470	
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 easure 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	24 310.55	t
Jet-A1	0.00	t
Jet-B	0.00	t
AvGas	0,00	t

b1) CORSIA eliable 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, these supplementary information.

	Fuel type		Total mass of the neat CORSIA eligible fuel (in	Life Cycle	Emission reductions claimed	Unit
Fuel type Feedstock Conver		Conversion process	tonnes)	Emissions		
(CARACTER)	100,000,000,000					t CO2
5550000						t CO2
X 10 10 10 10 10 10 10 10 10 10 10 10 10						t CO2
						t CO2
	SAP SHEET SHEET					t CO2
Total amie	sion reduction	s from the use of CORSIA eligible fuel(s) claim	ed:			t CO2

#### c) Table of all aerodrome pairs

Please list 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:
<a href="https://www.icao.int/environmental-protection/CORSIA/Pages/state-pairs.aspx">https://www.icao.int/environmental-protection/CORSIA/Pages/state-pairs.aspx</a>

Departure		Arrival		CO2 emissions	Total No. of flights	Fuel type	Total amount of fuel used (in	Fuel conversion factors	CO2 emissions (in tonnes)	Subject to offsetting
ICAO airport	State	ICAO airport code	State	estimated with a tool?			tonnes)			requirements
OTNH	Tunisia	LBSF	Bulgaria	FALSE	8	Jet-A	39,2	3,15	123,5	FALSE
BBR	Belgium	LBSF	Bulgaria	FALSE	113	Jet-A	572,9	3,15	1 804,5	TRUE
DDB	Germany		Bulgaria	FALSE	136	Jet-A	600,7	3,15	1 892.2	TRUE
DDF	Germany	LBSF	Bulgaria	FALSE	114	Jet-A	495,4	3,15	1 560,4	TRUE
EDDK	Germany	LBSF	Bulgaria	FALSE	1	Jet-A	3,8	3,15	11,8	TRUE
EDDS	Germany	LBBG	Bulgaria	FALSE	2	Jet-A	8,7	3,15	27.3	TRUE
EDDS	Germany	LBSF	Bulgaria	FALSE	3	Jet-A	12,9	3,15	40.6	TRUE
EDSB	Germany	LATI	Albania	FALSE	1	Jet-A	3,6	3,15	11,3 39,8	TRUE
EDSB	Germany	LQSA	Bosnia and Herzegovina	FALSE	4	Jet-A	12,6	3,15	12.3	TRUE
EDSB	Germany	LWSK	North Macedonia	FALSE	1	Jet-A	3,9	3,15 3,15	45,6	TRUE
EDSB	Germany	LYBE	Serbia	FALSE	4 2	Jet-A	14,5 17,4	3.15	54.7	TRUE
EDSB	Germany	UGTB	Georgia	FALSE	149	Jet-A Jet-A	924,9	3,15	2 913.3	TRUE
EGLL	United Kingdom	LBSF	Bulgaria	FALSE FALSE	355	Jet-A	2 067,2	3.15	6 511.6	TRUE
EHAM	Netherlands	LBSF	Bulgaria	FALSE	1	Jet-A	8,6	3,15	27.0	TRUE
EIDW	Ireland	LBSF	Bulgaria	FALSE	4	Jet-A	13,6	3,15	42.8	TRUE
EPWA		LBSF	Bulgaria	FALSE	2	Jet-A	28,8	3,15	90,6	FALSE
FIMP	Mauritius	HDAM	Diibouti Diibouti	FALSE	2	Jet-A	17,2	3.15	54.1	FALSE
FSIA	Seychelles	HDAM LEMG	Spain	FALSE	1	Jet-A	9.4	3,15	29.6	FALSE
GVAC	Cabo Verde	FIMP	Mauritius	FALSE	3	Jet-A	42,2	3,15	133,1	FALSE
HDAM		FSIA	Sevchelles	FALSE	2	Jet-A	17.3	3,15	54,5	FALSE
HDAM		LBSF	Bulgaria	FALSE	4	Jet-A	60.2	3,15	189,6	FALSE
HDAM		LBWN	Bulgaria	FALSE	2	Jet-A	10,8	3,15	34,1	FALSE
HECA		LBSF	Bulgaria	FALSE	2	Jet-A	15.7	3,15	49,4	FALSE
HEGN		LBWN	Bulgaria	FALSE	4850 <b>1</b> 800	Jet-A	7.1	3,15	22,4	FALSE
HESH HESH		LBSF	Bulgaria	FALSE	2	Jet-A	14,9	3,15	46.9	FALSE
		LBWN	Bulgaria	FALSE	1000	Jet-A	6,9	3,15	21.6	FALSE
HESH		LTAI	Türkiye	FALSE	1 STATE	Jet-A	4.1	3,15	13,0	FALSE
HESN		HTZA	United Republic of Tanzania	FALSE	4	Jet-A	49,2	3.15	155,0	FALSE
HESN		LBSF	Bulgaria	FALSE	4	Jet-A	34,7	3,15	109,4	FALSE
HTZA		HESN	Egypt	FALSE	4	Jet-A	49,0	3,15	154,3	FALSE
LATI	Albania	LBBG	Bulgaria	FALSE	1	Jet-A	2,3	3,15	7.2	TRUE
LATI	Albania	LBSF	Bulgaria	FALSE	3	Jet-A	5,0	3,15	15,8	TRUE
LATI	Albania	LWSK	North Macedonia	FALSE	1	Jet-A	1,8	3,15	5,7	TRUE
LBBG		EDDS	Germany	FALSE	2	Jet-A	10,4	3,15	32.8	TRUE
LBBG		EDSB	Germany	FALSE	2	Jet-A	12,6	3,15	39,6	TRUE
LBBG		LCLK	Cyprus	FALSE	1	Jet-A	3,6	3.15	11.4	TRUE
LBBG	Bulgaria	LHBP	Hungary	FALSE	13	Jet-A	45,2	3,15	145.0	TRUE
LBBG		LKMT	Czechia	FALSE	11	Jet-A	46,0	3,15 3,15	294.4	TRUE
LBBG	Bulgaria	LKPD	Czechia	FALSE	22	Jet-A	93,5	3,15	159.7	TRUE
LBBG		LKPR	Czechia	FALSE	9	Jet-A	50,7 277,3	3.15	873.6	TRUE
LBBG		LLBG	Israel	FALSE	53	Jet-A Jet-A	28,1	3,15	88,6	TRUE
LBBG		LTAI	Türkiye	FALSE	9	Jet-A	39,6	3,15	124,7	TRUE
LBBG		LZIB	Slovakia	FALSE	3	Jet-A	10,7	3,15	33.8	TRUE
LBBG		LZKZ	Slovakia	FALSE	1	Jet-A	7,3	3,15	22.9	FALSE
LBBG		OKBK	Kuwait	FALSE	9	Jet-A	43.2	3,15	136,0	TRUE
LBBG		UDYZ	Armenia	FALSE	1	Jet-A	4.3	3,15	13,4	TRUE
LBPD		LCLK	Cyprus	FALSE	8	Jet-A	39,3	3,15	123.8	FALSE
LBSF		DTNH	Tunisia	FALSE	112	Jet-A	639,1	3,15	2 013.1	TRUE
LBSF		EBBR EDDB	Belgium Germany	FALSE	142	Jet-A	668.5	3,15	2 105,8	TRUE
LBSF		EDDF	Germany	FALSE	108	Jet-A	547,1	3,15	1 723,3	TRUE
LBSF		EDDK	Germany	FALSE	1	Jet-A	7.4	3,15	23.2	TRUE
LBSF		EDDS	Germany	FALSE	3	Jet-A	14.9	3,15	47,1	TRUE
LBSF		EDSB	Germany	FALSE	12	Jet-A	54,0	3,15	170,2	TRUE
LBSF		EFRO	Finland	FALSE	1	Jet-A	9,2	3,15	29,1	TRUE
LBSF		EGLL	United Kingdom	FALSE	149	Jet-A	1 071,4	3,15	3 374.9	TRUE
LBSF		EHAM	Netherlands	FALSE	355	Jet-A	2 332,0	3,15	7 345,8	TRUE
LBSF		EIDW	Ireland	FALSE	1	Jet-A	8.5	3,15	26.8	IRUE



ulgaria ulgaria ulgaria ulgaria ulgaria	EPWA HDAM HEGN HESH	Poland Dilbouti Egypt Egypt	FALSE FALSE FALSE	3 5 1	Jet-A Jet-A	10,3 65,6 6,3 6,3	3,15 3,15 3,15	32,5 206,5 19,8	TRUE FALSE FALSE FALSE
ulgaria ulgaria ulgaria ulgaria	HESH	Diibouti Egypt	FALSE	1	Jet-A	6,3	3,15	19,8	FALSE
ulgaria ulgaria ulgaria	HESH	Egypt				6.3			FALSE
ulgaria ulgaria	HESH			District Assessment		0.3	2.45	40.7	CALCE
ulgaria					Jet-A		3,15	19,7	FALGE
	HESN	Egypt	FALSE	4	Jet-A	32,3	3,15	101,7	FALSE
ulgaria	LCLK	Cyprus	FALSE	55	Jet-A	215,2	3,15	677.9	TRUE
ulgaria								2 957,6	TRUE
ulgaria	LEMD	Spain	FALSE	121	Jet-A	938,9	3,15		TRUE
ulgaria	LEMG	Spain	FALSE	8	Jet-A	72,1	3.15	227.1	
lulgaria	LEPA	Spain	FALSE	35	Jet-A	208,1	3,15	655,5	TRUE
Sulgaria	LFBO	France	FALSE	1	Jet-A	6,7	3,15	21,1	TRUE
Julgaria	LFMN	France	FALSE	1	Jet-A	4.5	3,15	14,1	TRUE
									TRUE
					Jet A				TRUE
		Greece							
Bulgaria	LGIR	Greece		20	Jet-A				TRUE
Bulgaria	LGMK	Greece	FALSE	2	Jet-A	5,4	3,15		TRUE
				1				12,1	TRUE
	LIFO		FAISE	BORES TRUBS		5.0	3 15	15.8	TRUE
						422.2	3.15		TRUE
oulgaria									
suigana									TRUE
Bulgaria	LLBG	Israel			Jet-A				TRUE
Bulgaria	LOWW	Austria	FALSE	12	Jet-A	40,2	3,15		TRUE
	LPMA	Portugal	FALSE		Jet-A	13,0	3,15	40,9	TRUE
	1.87H	Switzerland		122					TRUE
						50 F			TRUE
									TRUE
sulgana									
Bulgaria	LITTE	Türkiye			Jet-A				TRUE
Bulgaria	LYTV	Montenegro	FALSE	4	Jet-A	7.9	3,15		TRUE
			FALSE	1	Jet-A	9,7	3,15	30,4	FALSE
							3,15	743,4	FALSE
				01/04/00					TRUE
		C							FALSE
		EdAbt							
Bulgaria								96,U	FALSE
Bulgaria	HESH	Egypt	FALSE	2	Jet-A	12,3			FALSE
Bulgaria		Türkiye	FALSE	10	Jet-A	32.3	3,15	101.7	TRUE
Bulgaria								47,9	TRUE
									TRUE
									FALSE
									TRUE
Bulgaria							3,15		
Cyprus	LBBG	Bulgaria	FALSE	1000	Jet-A				TRUE
Cyprus	LBPD		FALSE	1	Jet-A	5,0	3,15	15,9	TRUE
			FALSE					784.0	TRUE
									TRUE
									FALSE
							2.45		TRUE
	LBSF								
Spain	LBSF	Bulgaria	FALSE						TRUE
Spain	LPMA	Portugal	FALSE	1	Jet-A	5,7	3,15		TRUE
				100 St. 1	Jet-A	3.6	3,15	11,3	TRUE
				245				4 327.7	TRUE
				108			3.15		TRUE
			FALOE						TRUE
Greece						00,1			TRUE
Greece		Bulgaria							
Hungary	LBBG	Bulgaria	FALSE	13	Jet-A	43,9	3.15	138.3	TRUE
			FALSE	1	Jet-A	4.1	3,15	12.9	TRUE
		Bulgaria							TRUE
									TRUE
									TRUE
Czechia	LBBG	Bulgaria							TRUE
	LBBG	Bulgaria	FALSE	9	Jet-A	47.7	3,15		TRUE
			FALSE	144	Jet-A	539,1	3,15		TRUE
		Switzerland					3.15	59,8	TRUE
						280.2			TRUE
									TRUE
Israel	LBSF		FALSE						TRUE
Israel									TRUE
Austria	LBSF	Bulgaria							
	LBSF		FALSE	1	Jet-A	12,5			TRUE
			FALSE	1		5,8	3,15		TRUE
								18,4	TRUE
									TRUE
									TRUE
Bosnia and Herzegovina									TRUE
Switzerland	EBBR	Belgium				2,5			TRUE
	LBSF	Bulgaria	FALSE		Jet-A				
		Czech Republic	FALSE	15	Jet-A	35,8			TRUE
			FALSE	10	Jet-A				TRUE
			FALSE	15	Jet-A	57,9	3,15		TRUE
		Bulgaria					3,15	111.7	TRUE
									TRUE
			FALSE						TRUE
Türkiye									TRUE
Türkiye	LBSF	Bulgaria							TRUE
	LBWN	Bulgaria	FALSE		Jet-A				
				1	Jet-A	1,9	3,15		TRUE
THE COLUMN TO A COLUMN TO THE				8		8,7	3,15		TRUE
North Macedonia	200			6 JUNE 19 19 19 19 19 19 19 19 19 19 19 19 19		2.1		6.7	TRUE
North Macedonia			FALCE	0					TRUE
		Albania							TRUE
Serbia									TRUE
	LWSK								TRUE
Montenegro		Bulgaria	FALSE	4	Jet-A				
				10	Jet-A	38,2			TRUE
Olovakia			FALSE				3,15	30,9	TRUE
Slovakia								34,3	FALSE
Kuwait									FALSE
Kuwait	LBWN	Bulgaria							TRUE
			FALSE	10 mm					TRUE
		Bulgaria	FALSE	9	Jet-A				
			FALSE			21,0	3,15		TRUE
Armenia							3,15	13,3	TRUE
Georgia									TRUE
Georgia	LBWN	Bulgaria							FALSE
Russian Federation	LBSF	Bulgaria	FALSE	38	Jet-A				FALSE
Maldive Islant Maldives	OMSJ	United Arab Emirates	FALSE	1	Jet-A	13,5	3,15	42,4	LACOE
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	ulgaria ulgari	ulgaria         LFMN           ulgaria         LFPG           ulgaria         LGAV           ulgaria         LGAV           ulgaria         LGAV           ulgaria         LGMK           ulgaria         LICO           ulgaria         LIEO           ulgaria         LIRP           ulgaria         LIRP           ulgaria         LLBG           ulgaria         LLBG           ulgaria         LLBG           ulgaria         LTAL           ulgaria         LTAL           ulgaria         LTAL           ulgaria         LTAL           ulgaria         LYTV           ulgaria         HEGA           ulgaria         HECA           ulgaria         HESA           ulgaria         HESA <td>  Ulgaria   LFM</td> <td>  Jeans</td> <td>  Usaria</td> <td>                                     </td> <td>  PANSE</td> <td>  LFM    France</td> <td>  March   LPAN</td>	Ulgaria   LFM	Jeans	Usaria		PANSE	LFM    France	March   LPAN

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

