

# 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:

Bulgaria AIR AD

29056

1

16

TRUE

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

70 936 t CO<sub>2</sub>

*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 CO<sub>2</sub>

Memo-Item: Total non-sustainable biomass emissions

0 t CO<sub>2</sub>

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

1 603 t CO<sub>2</sub>

*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 CO<sub>2</sub>

Memo-Item: Total non-sustainable biomass emissions

0 t CO<sub>2</sub>

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

Total emissions from international flights:

76 578 t CO<sub>2</sub>

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.

Date

\_\_\_\_\_  
 Hristo Todorov  
 CEO of Bulgaria AIR AD

\_\_\_\_\_  
 Bistrá Marinkova  
 Procurator of Bulgaria AIR AD



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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. 2013 for the report which you submit by 31 March 2014.

## (b) Version number of this emission report:

1

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

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

English

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

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

FALSE

In accordance with Article 28a(6) of the EU ETS Directive, aircraft operators emitting less than 25 000 tonnes of CO<sub>2</sub> per year, related to the full scope of the EU ETS, or emitting less than 3 000 tCO<sub>2</sub> per year under the reduced scope, both commercial and non-commercial, can choose an alternative to verification by an independent verifier.

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

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

## Scope: EU ETS and/or CORSIA:

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

If you have an obligation under CORSIA to the same country as under the EU ETS, you should fill in the sections of this template which are marked as relating to ICAO's market based mechanism CORSIA (indicated by a light blue frame). In line with paragraph 1.2 of the CORSIA SARPs, the aircraft operator is attributed to the state according to its ICAO designator, if applicable, or to the state that issued the AOC, or the place of juridical registration.

An obligation under CORSIA is given only if you are producing annual CO<sub>2</sub> 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:

Bulgaria AIR AD

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

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

29056

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:

LZB

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

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

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

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

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:

BG-29

AOC Issuing authority:

Bulgaria - Civil Aviation Administration



Operating Licence: BG2407-12  
 Issuing authority: Bulgaria - Civil Aviation Administration

## (i) Please enter the address of the aircraft operator, including postcode 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

## (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: Lyubomir  
 Surname: Iliev  
 Job title: Ground handling division  
 Organisation name (if acting on behalf of the aircraft operator):  
 Telephone number: 35924020312  
 Email address: fuels@air.bg

## (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: Lyubomir  
 Surname: Iliev  
 Email address: fuels@air.bg  
 Telephone number: 35924020312  
 Address Line 1: 1 Brussels Blvd  
 Address Line 2:  
 City: Sofia  
 State/Province/Region:  
 Postcode/ZIP: 1540  
 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: Hristo  
 Surname: Todorov  
 Email address: office@air.bg  
 Telephone number: 35924020312  
 Address Line 1: 1 Brussels Blvd  
 Address Line 2:  
 City: Sofia  
 State/Province/Region:  
 Postcode/ZIP: 1540  
 Country: Bulgaria

**3 Identification of the verifier**

*In accordance with Article 28a(6) of the EU ETS Directive, aircraft operators emitting less than 25 000 tonnes of CO<sub>2</sub> per year, related to the full scope of the EU ETS, or emitting less than 3 000 tCO<sub>2</sub> per year under the reduced scope, both commercial and non-commercial, can choose an alternative to verification by an independent verifier.*

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

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

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

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

## (b) Contact person for the accredited verifier:

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

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

## (c) Information about the verifier's accreditation:

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

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

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



**EMISSION DATA OVERVIEW****4 Information about the monitoring plan**

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

- (a) Version number of the latest approved monitoring plan:
- (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 CO<sub>2</sub>/t.

**NCV** Net calorific value. Proxy data is to be reported for completeness purposes. In this template it is not used for emission calculation.

**biomass content (sustainable)** For fuels which contain biomass, compliance with the sustainability criteria pursuant to the RES Directive has to be demonstrated (see guidance document no. 2) in order to assign an emission factor of zero to the biomass. Please enter here the percentage of biomass (% of the carbon content) contained in the fuel, which is demonstrated to comply with the sustainability criteria. This amount is used for calculating the fossil and biomass emissions under point (c).

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

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

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

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

**(b1) Further information on alternative fuels:**

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

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

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

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

**(c) Fuel consumption and emissions in the EU ETS**

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

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

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

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

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

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

Fuel No.	Name of fuel	(final) EF [t CO2 / t fuel]	fuel consumption [tonnes]	CO2 emissions [t CO2]	CO2 from sustainable biomass	CO2 from non-sustainable biomass
1	Jet kerosene (Jet A1 or Jet A)	3,15	22 519,40	70 936	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!

<b>Total CO2 emissions (EU ETS) in the reporting year:</b>	<b>70 936</b>
<b>IMPORTANT NOTE:</b> 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	509,00	1 603	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!

<b>Total CO2 emissions (CH ETS) in the reporting year:</b>	<b>1 603</b>
<b>IMPORTANT NOTE:</b> This total emissions figure is considered the correct figure for the annual emissions. If aggregation in the sheet "Emissions Data" or in the Annex deviates from this figure, make sure that the data in all tables is consistent. This figure should only include emissions to be reported under the CH ETS.	

Memo Item: Sustainable biomass:	0
Memo Item: Non-sustainable biomass:	0

**6 Use of simplified procedures**

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

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

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



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

FALSE

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

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

Four-month period	Number of flights
January to April	
May to August	
September to December	
<b>Total:</b>	0

- (c) Total emissions in the reporting year:  
Please enter here the total emissions related to the full scope.  t CO<sub>2</sub>

- (d) Confirmation of eligibility for simplified approach:   
Note: If you are using the simplified approach for small emitters, but have exceeded the applicable threshold (which is indicated here by the message "not eligible"), the following consequences apply in accordance with Article 55(4) of the MRR:

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

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

- (e) Please specify which fuel consumption estimation tool you have used:   
(f) If you have chosen "Other" under point (e) above, which one?

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

- (g) An emission estimation tool was used for all emissions under CORSIA:   
(h) An emission estimation tool was used only for emissions without offsetting requirements:   
This option is only relevant for emissions taking place from 2021 onwards.

## 7 Approach for data gaps

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

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

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

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

The table should be filled as follows:

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

Reference	Reason	Type	Replacement method	Emissions
end	end	end	end	end

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

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



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

[<<< 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.

	Emissions from each Fuel [t CO <sub>2</sub> ]					TOTAL [t CO <sub>2</sub> ]	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 CO <sub>2</sub> emissions from all flights relating to the reduced scope of the EU ETS Directive (= B + C)	70 936	0	0	0	0	5 608
B	of which departure MS is the same as arrival MS (domestic flights, =sum of section (b))	11 574	0	0	0	0	1 975
C	of which all other intra EEA flights, and flights from EEA to Switzerland or UK	59 362	0	0	0	0	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	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):

70 936 t CO<sub>2</sub>

Difference to data given in this sheet:

0 t CO<sub>2</sub>

- (b) Aggregated CO<sub>2</sub> emissions from all flights of which departure Member State is the same as arrival Member State (domestic flights): Please complete the following table with the appropriate data for the reporting year. Note that the emission factors presented in section 5(b) MUST BE USED for calculating these emissions.

Member State of departure and arrival	Emissions from each Fuel [t CO <sub>2</sub> ]					TOTAL [t CO <sub>2</sub> ]	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	11 018					11 018	1 907
Croatia						0	
Cyprus						0	
Czechia						0	
Denmark						0	
Estonia						0	
Finland						0	
France	3					3	1
Germany	207					207	30
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	346					346	37
Sweden						0	
Sum of domestic flights:	11 574	0	0	0	0	11 574	1 975

- (c) Aggregated CO<sub>2</sub> emissions from all flights departing from each Member State to another Member State, to Switzerland, or to the UK







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

1 603 t CO2

Difference to data given in this sheet:

0 t CO2

(b) Domestic flights:

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

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

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

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

Member State of departure	State of arrival	Emissions from each Fuel [t CO2]					TOTAL [t CO2]	Total number of flights
		Jet kerosene (jet A1 or jet A)	Jet gasoline (Jet B)	Aviation gasoline (AvGas)	Alternative fuel 1	<add more fuels before this column>		
Switzerland	Austria						0	
Switzerland	Belgium	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						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:		1 603	0	0	0	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 ICAO aircraft type designator - DOCS643) and subtypes (if you have used such further clarification in the monitoring plan), which you have operated during the reporting year, including owned aircraft, as well as leased-in aircraft. You are required to list only aircraft used for carrying out activities falling under Annex I of the EU ETS Directive or under the Swiss ETS, and/or for flights falling under CORSIA (if applicable).

Please indicate also which fuel is used by the aircraft type by indicating "True" in the appropriate column(s). If you have listed alternative fuels in section 5(b), please select the appropriate fuel in the column "other".

Aircraft type (ICAO aircraft type designator)	Aircraft subtype (as specified in the monitoring plan, if applicable)	Aircraft registration number	Owner of the aircraft (if known) In the case of leased-in aircraft, the lessor	If the aircraft has not belonged to your fleet for the whole reporting year:		Fuel used						used for EU ETS	used for CH ETS	used for CORSIA (if applicable)
				Starting date	End date	Jet-A	Jet-A1	Jet-B	AvGas	other				
B733	Boeing 737-341	LZBOOO	Bul Air	26.06.2022	26.10.2022	TRUE						TRUE	FALSE	TRUE
RJ70	Airbus A320-214	LZBRUU	Bulgaria AIR		14.01.2022	TRUE						TRUE	FALSE	TRUE
E190	Embraer ERJ-190STD	LZBUR	Bulgaria AIR			TRUE						TRUE	FALSE	TRUE
B733	Boeing 737-315	LZBVL	Bul Air	18.05.2022	26.09.2022	TRUE						TRUE	FALSE	TRUE
A319	Airbus A319-112	LZFBBA	Bulgaria AIR			TRUE						TRUE	FALSE	TRUE
A319	Airbus A319-112	LZFBBC	Bulgaria AIR			TRUE						TRUE	FALSE	TRUE
A320	Airbus A320-214	LZFBG	Bulgaria AIR			TRUE						TRUE	FALSE	TRUE
A320	Airbus A320-214	LZFBBD	Bulgaria AIR			TRUE						TRUE	FALSE	TRUE
A320	Airbus A320-214	LZFBDE	Bulgaria AIR			TRUE						TRUE	FALSE	TRUE
A320	Airbus A320-214	LZFBG	Bulgaria AIR			TRUE						TRUE	FALSE	TRUE
A320	Airbus A320-214	LZFBH	Bulgaria AIR			TRUE						TRUE	FALSE	TRUE
A320	Airbus A320-214	LZFBH	Bulgaria AIR			TRUE						TRUE	FALSE	TRUE
A320	Airbus A320-214	LZFBH	Bulgaria AIR			TRUE						TRUE	FALSE	TRUE
A320	Airbus A320-214	LZFBK	Bulgaria AIR			TRUE						TRUE	FALSE	TRUE
MD82	McDonnell Douglas MD-82	LZLDN	Bulgaria Air Charter	02.07.2022	02.07.2022	TRUE						TRUE	FALSE	TRUE
A332	Airbus A330-203	LZONE	GullivAir			TRUE						TRUE	FALSE	TRUE
E190	Embraer ERJ-190STD	LZPLO	Bulgaria AIR	20.08.2022	20.08.2022	TRUE						TRUE	FALSE	TRUE
E190	Embraer ERJ-190STD	LZSOF	Bulgaria AIR			TRUE						TRUE	FALSE	TRUE
E190	Embraer ERJ-190STD	LZVAR	Bulgaria AIR			TRUE						TRUE	FALSE	TRUE
end	end	end	end	end	end	end	end	end	end	end	end	end	end	end

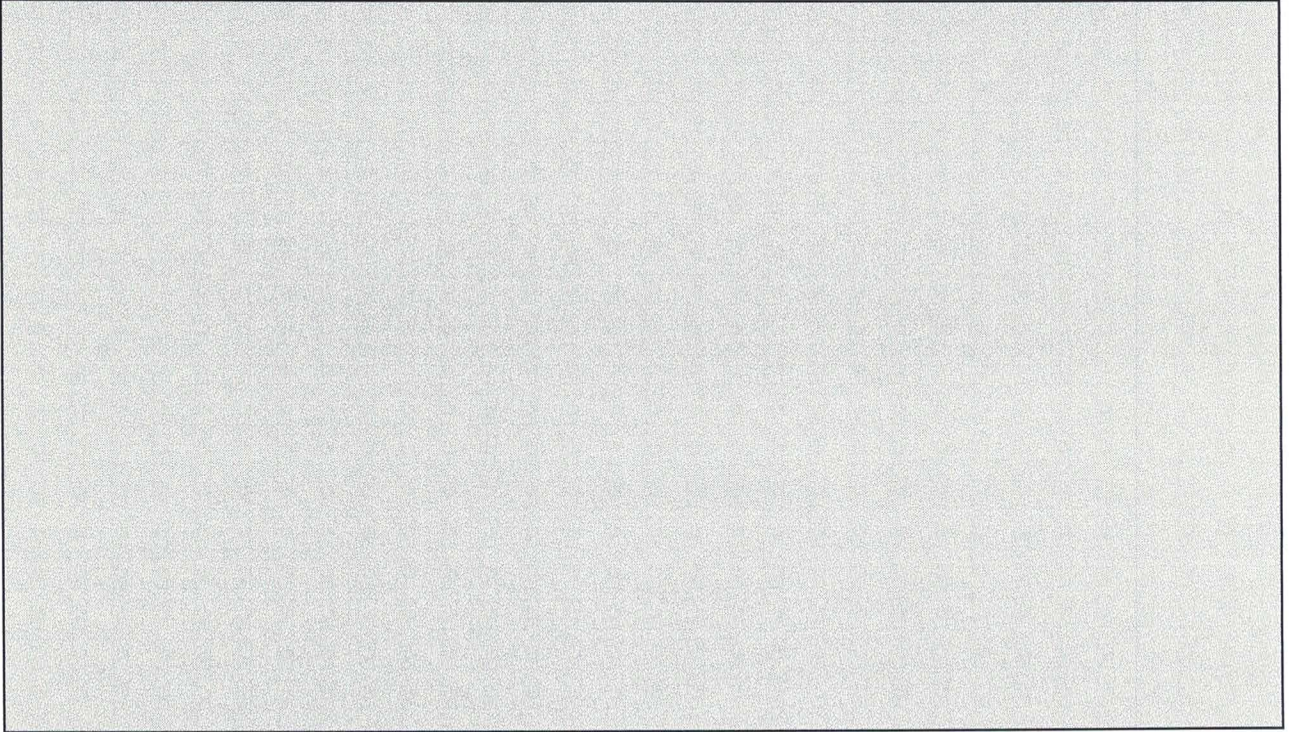
Please continue by adding further rows as needed (above the "end" markers). This must be done by copying an empty row and inserting it thereafter. A simple "insert row" command will NOT be sufficient.



## 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:

FALSE

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

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

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

Aerodrome Pair (use 4-letter ICAO designator)		Total number of flights per aerodrome pair	Total emissions [t CO <sub>2</sub> ]
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	LBDP	1	6
LBBG	LBSF	85	482
LBBG	LBWN	26	63
LBBG	LCLK	1	11
LBBG	LHBP	13	142
LBBG	LKMT	11	145
LBBG	LKPD	22	294
LBBG	LKPR	9	160
LBBG	LZIB	10	125
LBBG	LZKZ	3	34
LBDP	LBBG	1	5
LBDP	LCLK	1	13
LBSF	EBBR	112	2 013
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	21
LBSF	LFMN	1	14
LBSF	LFPG	245	4 948
LBSF	LGAV	108	909
LBSF	LGIR	20	189
LBSF	LGMK	2	17
LBSF	LICC	1	12
LBSF	LIEO	1	16





**(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" 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 CO <sub>2</sub> emissions from international flights (in tonnes):	76 578	t CO <sub>2</sub>
Total CO <sub>2</sub> emissions from flights subject to offsetting requirements (in tonnes):	72 589	t CO <sub>2</sub>
Total number of international flights during reporting period:	4 638	
Total emissions reductions claimed from the use of CORSIA eligible fuels (in tonnes):	4 470	t CO <sub>2</sub>

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

**b) Summary of fuel quantities (in tonnes):**

Jet-A	24 310.55	t
Jet-A1	0.00	t
Jet-B	0.00	t
AvGas	0.00	t

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

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

Fuel type	Fuel type		Total mass of the neat CORSIA eligible fuel (in tonnes)	Life Cycle Emissions	Emission reductions claimed	Unit
	Feedstock	Conversion process				
						t CO <sub>2</sub>
						t CO <sub>2</sub>
						t CO <sub>2</sub>
						t CO <sub>2</sub>
						t CO <sub>2</sub>
						t CO <sub>2</sub>
Total emission reductions from the use of CORSIA eligible fuel(s) claimed:						t CO <sub>2</sub>

**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>

ICAO airport code	Departure		Arrival		CO <sub>2</sub> emissions estimated with a tool?	Total No. of flights	Fuel type	Total amount of fuel used (in tonnes)	Fuel conversion factors	CO <sub>2</sub> emissions (in tonnes)	Subject to offsetting requirements?
	State	ICAO airport code	State	ICAO airport code							
DTNH	Tunisia	LBSF	Bulgaria	LBSF	FALSE	8	Jet-A	39.2	3.15	123.5	FALSE
EBBR	Belgium	LBSF	Bulgaria	LBSF	FALSE	113	Jet-A	572.9	3.15	1 804.5	TRUE
EDDB	Germany	LBSF	Bulgaria	LBSF	FALSE	136	Jet-A	600.7	3.15	1 892.2	TRUE
EDDF	Germany	LBSF	Bulgaria	LBSF	FALSE	114	Jet-A	495.4	3.15	1 560.4	TRUE
EDDK	Germany	LBSF	Bulgaria	LBSF	FALSE	1	Jet-A	3.8	3.15	11.8	TRUE
EDDS	Germany	LRBG	Bulgaria	LBSF	FALSE	2	Jet-A	8.7	3.15	27.3	TRUE
EDDS	Germany	LBSF	Bulgaria	LBSF	FALSE	3	Jet-A	12.9	3.15	40.6	TRUE
EDSB	Germany	LATI	Albania	LBSF	FALSE	1	Jet-A	3.6	3.15	11.3	TRUE
EDSB	Germany	LQSA	Bosnia and Herzegovina	LBSF	FALSE	4	Jet-A	12.6	3.15	39.8	TRUE
EDSB	Germany	LWSK	North Macedonia	LBSF	FALSE	1	Jet-A	3.9	3.15	12.3	TRUE
EDSB	Germany	LYBE	Serbia	LBSF	FALSE	4	Jet-A	14.5	3.15	45.2	TRUE
EDSB	Germany	UGTB	Georgia	LBSF	FALSE	2	Jet-A	17.4	3.15	54.7	TRUE
EGLL	United Kingdom	LBSF	Bulgaria	LBSF	FALSE	149	Jet-A	924.9	3.15	2 913.3	TRUE
EHAM	Netherlands	LBSF	Bulgaria	LBSF	FALSE	355	Jet-A	2 067.2	3.15	6 511.6	TRUE
EIDW	Ireland	LBSF	Bulgaria	LBSF	FALSE	1	Jet-A	8.6	3.15	27.0	TRUE
EPWA	Poland	LBSF	Bulgaria	LBSF	FALSE	4	Jet-A	13.6	3.15	42.8	TRUE
FIMP	Mauritius	HDAM	Djibouti	LBSF	FALSE	2	Jet-A	28.8	3.15	90.6	FALSE
FSIA	Seychelles	HDAM	Djibouti	LBSF	FALSE	2	Jet-A	17.2	3.15	54.1	FALSE
GVAC	Cabo Verde	LEMG	Spain	LBSF	FALSE	1	Jet-A	9.4	3.15	29.6	FALSE
HDAM	Djibouti	FIMP	Mauritius	LBSF	FALSE	3	Jet-A	42.2	3.15	133.1	FALSE
HDAM	Djibouti	FSIA	Seychelles	LBSF	FALSE	2	Jet-A	17.3	3.15	54.5	FALSE
HDAM	Djibouti	LBSF	Bulgaria	LBSF	FALSE	4	Jet-A	60.2	3.15	189.6	FALSE
HECA	Egypt	LBWN	Bulgaria	LBSF	FALSE	2	Jet-A	10.8	3.15	34.1	FALSE
HEGN	Egypt	LBSF	Bulgaria	LBSF	FALSE	2	Jet-A	7.1	3.15	22.4	FALSE
HEGN	Egypt	LBWN	Bulgaria	LBSF	FALSE	2	Jet-A	7.1	3.15	22.4	FALSE
HESH	Egypt	LBWN	Bulgaria	LBSF	FALSE	2	Jet-A	14.9	3.15	46.9	FALSE
HESH	Egypt	LBWN	Bulgaria	LBSF	FALSE	1	Jet-A	6.9	3.15	21.6	FALSE
HESH	Egypt	LTAI	Türkiye	LBSF	FALSE	1	Jet-A	4.1	3.15	13.0	FALSE
HESH	Egypt	HTZA	United Republic of Tanzania	LBSF	FALSE	4	Jet-A	49.2	3.15	155.0	FALSE
HESN	Egypt	LBSF	Bulgaria	LBSF	FALSE	4	Jet-A	34.7	3.15	109.4	FALSE
HESN	Egypt	LBSF	Bulgaria	LBSF	FALSE	4	Jet-A	49.0	3.15	154.3	FALSE
HTZA	United Republic of Tanzania	HESN	Egypt	LBSF	FALSE	4	Jet-A	49.0	3.15	154.3	TRUE
LATI	Albania	LRBG	Bulgaria	LBSF	FALSE	1	Jet-A	2.3	3.15	7.2	TRUE
LATI	Albania	LBSF	Bulgaria	LBSF	FALSE	3	Jet-A	5.0	3.15	15.8	TRUE
LATI	Albania	LWSK	North Macedonia	LBSF	FALSE	1	Jet-A	1.8	3.15	5.7	TRUE
LRBG	Bulgaria	EDDS	Germany	LBSF	FALSE	2	Jet-A	10.4	3.15	32.8	TRUE
LRBG	Bulgaria	EDDS	Germany	LBSF	FALSE	2	Jet-A	12.6	3.15	39.6	TRUE
LRBG	Bulgaria	EDSB	Germany	LBSF	FALSE	1	Jet-A	3.6	3.15	11.4	TRUE
LRBG	Bulgaria	LOLK	Cyprus	LBSF	FALSE	13	Jet-A	45.2	3.15	142.4	TRUE
LRBG	Bulgaria	LHP	Hungary	LBSF	FALSE	13	Jet-A	45.2	3.15	142.4	TRUE
LRBG	Bulgaria	LKMT	Czechia	LBSF	FALSE	11	Jet-A	46.0	3.15	145.0	TRUE
LRBG	Bulgaria	LKPD	Czechia	LBSF	FALSE	22	Jet-A	93.5	3.15	294.4	TRUE
LRBG	Bulgaria	LKPR	Czechia	LBSF	FALSE	9	Jet-A	50.7	3.15	159.7	TRUE
LRBG	Bulgaria	LRBG	Israel	LBSF	FALSE	53	Jet-A	277.3	3.15	878.6	TRUE
LRBG	Bulgaria	LTAI	Türkiye	LBSF	FALSE	9	Jet-A	28.1	3.15	88.6	TRUE
LRBG	Bulgaria	LZIB	Slovakia	LBSF	FALSE	10	Jet-A	39.6	3.15	124.7	TRUE
LRBG	Bulgaria	LZKZ	Slovakia	LBSF	FALSE	3	Jet-A	10.7	3.15	33.8	TRUE
LRBG	Bulgaria	OKBK	Kuwait	LBSF	FALSE	1	Jet-A	7.3	3.15	22.9	FALSE
LRBG	Bulgaria	OKBK	Kuwait	LBSF	FALSE	9	Jet-A	43.2	3.15	136.0	TRUE
LRBG	Bulgaria	UDYZ	Armenia	LBSF	FALSE	1	Jet-A	4.3	3.15	13.4	TRUE
LRBG	Bulgaria	DTNH	Tunisia	LBSF	FALSE	8	Jet-A	39.3	3.15	123.8	FALSE
LRBG	Bulgaria	EBBR	Belgium	LBSF	FALSE	112	Jet-A	639.1	3.15	2 013.1	TRUE
LRBG	Bulgaria	EDDB	Germany	LBSF	FALSE	142	Jet-A	688.5	3.15	2 105.8	TRUE
LRBG	Bulgaria	EDDF	Germany	LBSF	FALSE	108	Jet-A	547.1	3.15	1 723.3	TRUE
LRBG	Bulgaria	EDDK	Germany	LBSF	FALSE	1	Jet-A	7.4	3.15	23.2	TRUE
LRBG	Bulgaria	EDDS	Germany	LBSF	FALSE	3	Jet-A	14.9	3.15	47.1	TRUE
LRBG	Bulgaria	EDSB	Germany	LBSF	FALSE	12	Jet-A	54.0	3.15	170.2	TRUE
LRBG	Bulgaria	EPRO	Finland	LBSF	FALSE	1	Jet-A	9.2	3.15	29.1	TRUE
LRBG	Bulgaria	EGLL	United Kingdom	LBSF	FALSE	149	Jet-A	1 071.4	3.15	3 374.9	TRUE
LRBG	Bulgaria	EHAM	Netherlands	LBSF	FALSE	355	Jet-A	2 332.0	3.15	7 345.8	TRUE
LRBG	Bulgaria	EIDW	Ireland	LBSF	FALSE	1	Jet-A	8.5	3.15	26.6	TRUE



LBSF	Bulgaria	EPWA	Poland	FALSE	3	Jet-A	10.3	3.15	32.5	TRUE
LBSF	Bulgaria	HDAM	Djibouti	FALSE	5	Jet-A	85.6	3.15	206.6	FALSE
LBSF	Bulgaria	HEGN	Egypt	FALSE	1	Jet-A	6.3	3.15	19.8	FALSE
LBSF	Bulgaria	HESH	Egypt	FALSE	1	Jet-A	6.3	3.15	19.7	FALSE
LBSF	Bulgaria	HESN	Egypt	FALSE	4	Jet-A	32.3	3.15	101.7	FALSE
LBSF	Bulgaria	LCLK	Cyprus	FALSE	55	Jet-A	215.2	3.15	677.9	TRUE
LBSF	Bulgaria	LEMD	Spain	FALSE	121	Jet-A	938.9	3.15	2 957.6	TRUE
LBSF	Bulgaria	LEMG	Spain	FALSE	8	Jet-A	72.1	3.15	227.1	TRUE
LBSF	Bulgaria	LEPA	Spain	FALSE	35	Jet-A	208.1	3.15	655.5	TRUE
LBSF	Bulgaria	LFBO	France	FALSE	1	Jet-A	6.7	3.15	21.1	TRUE
LBSF	Bulgaria	LFMN	France	FALSE	1	Jet-A	4.5	3.15	14.1	TRUE
LBSF	Bulgaria	LFPG	France	FALSE	245	Jet-A	1 571.0	3.15	4 648.5	TRUE
LBSF	Bulgaria	LGAV	Greece	FALSE	108	Jet-A	288.4	3.15	908.5	TRUE
LBSF	Bulgaria	LGIR	Greece	FALSE	20	Jet-A	59.9	3.15	188.7	TRUE
LBSF	Bulgaria	LGMK	Greece	FALSE	2	Jet-A	5.4	3.15	17.0	TRUE
LBSF	Bulgaria	LICC	Italy	FALSE	1	Jet-A	3.9	3.15	12.1	TRUE
LBSF	Bulgaria	LIEO	Italy	FALSE	1	Jet-A	5.0	3.15	15.8	TRUE
LBSF	Bulgaria	LIRF	Italy	FALSE	119	Jet-A	432.2	3.15	1 391.4	TRUE
LBSF	Bulgaria	LKPR	Czechia	FALSE	137	Jet-A	545.7	3.15	1 719.0	TRUE
LBSF	Bulgaria	LLBG	Israel	FALSE	145	Jet-A	762.7	3.15	2 402.8	TRUE
LBSF	Bulgaria	LOWW	Austria	FALSE	12	Jet-A	40.2	3.15	126.8	TRUE
LBSF	Bulgaria	LPMA	Portugal	FALSE	1	Jet-A	13.0	3.15	40.9	TRUE
LBSF	Bulgaria	LSZH	Switzerland	FALSE	122	Jet-A	570.1	3.15	1 795.7	TRUE
LBSF	Bulgaria	LTAI	Türkiye	FALSE	15	Jet-A	50.5	3.15	159.1	TRUE
LBSF	Bulgaria	LTAZ	Türkiye	FALSE	1	Jet-A	3.9	3.15	12.2	TRUE
LBSF	Bulgaria	LTFE	Türkiye	FALSE	2	Jet-A	5.8	3.15	18.4	TRUE
LBSF	Bulgaria	LYTV	Montenegro	FALSE	4	Jet-A	7.9	3.15	24.7	TRUE
LBSF	Bulgaria	OKBK	Kuwait	FALSE	1	Jet-A	9.7	3.15	30.4	FALSE
LBSF	Bulgaria	UUEE	Russian Federation	FALSE	38	Jet-A	236.0	3.15	743.4	FALSE
LBWN	Bulgaria	EDSB	Germany	FALSE	3	Jet-A	19.2	3.15	60.5	TRUE
LBWN	Bulgaria	HECA	Egypt	FALSE	2	Jet-A	10.9	3.15	34.3	FALSE
LBWN	Bulgaria	HEGN	Egypt	FALSE	2	Jet-A	12.1	3.15	38.0	FALSE
LBWN	Bulgaria	HESH	Egypt	FALSE	2	Jet-A	12.3	3.15	38.7	FALSE
LBWN	Bulgaria	LTAI	Türkiye	FALSE	10	Jet-A	32.3	3.15	101.7	TRUE
LBWN	Bulgaria	LTFE	Türkiye	FALSE	5	Jet-A	15.2	3.15	47.9	TRUE
LBWN	Bulgaria	LWSK	North Macedonia	FALSE	1	Jet-A	2.6	3.15	8.0	TRUE
LBWN	Bulgaria	OKBK	Kuwait	FALSE	9	Jet-A	74.7	3.15	235.4	FALSE
LBWN	Bulgaria	UDYZ	Armenia	FALSE	4	Jet-A	19.3	3.15	60.8	TRUE
LCLK	Cyprus	LBBG	Bulgaria	FALSE	1	Jet-A	4.1	3.15	13.0	TRUE
LCLK	Cyprus	LBPD	Bulgaria	FALSE	1	Jet-A	5.0	3.15	15.9	TRUE
LCLK	Cyprus	LBSF	Bulgaria	FALSE	55	Jet-A	248.9	3.15	784.0	TRUE
LEMD	Spain	LBSF	Bulgaria	FALSE	120	Jet-A	819.8	3.15	2 592.4	TRUE
LEMG	Spain	GVAC	Cabo Verde	FALSE	1	Jet-A	11.5	3.15	35.2	FALSE
LEMG	Spain	LBSF	Bulgaria	FALSE	39	Jet-A	289.2	3.15	911.0	TRUE
LEPA	Spain	LBSF	Bulgaria	FALSE	6	Jet-A	32.8	3.15	103.4	TRUE
LEPA	Spain	LPMA	Portugal	FALSE	1	Jet-A	5.7	3.15	17.9	TRUE
LFMN	France	LEMD	Spain	FALSE	1	Jet-A	3.6	3.15	11.3	TRUE
LFPG	France	LBSF	Bulgaria	FALSE	245	Jet-A	1 373.9	3.15	4 327.7	TRUE
LGAV	Greece	LBSF	Bulgaria	FALSE	108	Jet-A	271.0	3.15	853.8	TRUE
LGIR	Greece	LBSF	Bulgaria	FALSE	20	Jet-A	60.1	3.15	189.3	TRUE
LGMK	Greece	LBSF	Bulgaria	FALSE	2	Jet-A	5.0	3.15	15.9	TRUE
LHBP	Hungary	LBBG	Bulgaria	FALSE	13	Jet-A	43.9	3.15	139.3	TRUE
LICC	Italy	LBSF	Bulgaria	FALSE	1	Jet-A	4.1	3.15	12.8	TRUE
LIEO	Italy	LBSF	Bulgaria	FALSE	1	Jet-A	5.0	3.15	15.3	TRUE
LIRF	Italy	LBSF	Bulgaria	FALSE	119	Jet-A	407.3	3.15	1 282.8	TRUE
LKPD	Czechia	LBBG	Bulgaria	FALSE	11	Jet-A	41.5	3.15	130.7	TRUE
LKPR	Czechia	LBBG	Bulgaria	FALSE	22	Jet-A	85.8	3.15	270.1	TRUE
LKPR	Czechia	LBPG	Bulgaria	FALSE	9	Jet-A	47.7	3.15	150.2	TRUE
LKPR	Czechia	LBSF	Bulgaria	FALSE	144	Jet-A	539.1	3.15	1 698.1	TRUE
LKPR	Czechia	LSZH	Switzerland	FALSE	8	Jet-A	19.0	3.15	59.8	TRUE
LLBG	Israel	LBBG	Bulgaria	FALSE	52	Jet-A	280.2	3.15	882.5	TRUE
LLBG	Israel	LBSF	Bulgaria	FALSE	145	Jet-A	852.1	3.15	2 694.1	TRUE
LLBG	Israel	LBWN	Bulgaria	FALSE	1	Jet-A	4.7	3.15	14.9	TRUE
LOWW	Austria	LBSF	Bulgaria	FALSE	12	Jet-A	35.4	3.15	111.4	TRUE
LPMA	Portugal	LBSF	Bulgaria	FALSE	1	Jet-A	12.5	3.15	39.4	TRUE
LPMA	Portugal	LEPA	Spain	FALSE	1	Jet-A	5.8	3.15	18.3	TRUE
LPMA	Portugal	EPWA	Poland	FALSE	1	Jet-A	5.8	3.15	18.4	TRUE
LQSA	Bosnia and Herzegovina	LWSK	North Macedonia	FALSE	2	Jet-A	3.6	3.15	11.2	TRUE
LQSA	Bosnia and Herzegovina	LYBE	Serbia	FALSE	1	Jet-A	1.1	3.15	3.5	TRUE
LSZH	Switzerland	EBBR	Belgium	FALSE	1	Jet-A	2.5	3.15	7.7	TRUE
LSZH	Switzerland	LBSF	Bulgaria	FALSE	114	Jet-A	470.7	3.15	1 482.7	TRUE
LSZH	Switzerland	LKPR	Czech Republic	FALSE	15	Jet-A	35.8	3.15	112.8	TRUE
LTAI	Türkiye	LBBG	Bulgaria	FALSE	10	Jet-A	33.3	3.15	104.8	TRUE
LTAI	Türkiye	LBSF	Bulgaria	FALSE	15	Jet-A	57.9	3.15	182.5	TRUE
LTAI	Türkiye	LBWN	Bulgaria	FALSE	10	Jet-A	35.5	3.15	111.7	TRUE
LTAZ	Türkiye	LBSF	Bulgaria	FALSE	1	Jet-A	4.2	3.15	13.3	TRUE
LTFE	Türkiye	LBSF	Bulgaria	FALSE	1	Jet-A	2.4	3.15	7.6	TRUE
LTFE	Türkiye	LBSF	Bulgaria	FALSE	2	Jet-A	6.0	3.15	18.7	TRUE
LTFE	Türkiye	LBWN	Bulgaria	FALSE	4	Jet-A	12.3	3.15	38.7	TRUE
LWSK	North Macedonia	LBBG	Bulgaria	FALSE	1	Jet-A	1.9	3.15	6.0	TRUE
LWSK	North Macedonia	LBSF	Bulgaria	FALSE	8	Jet-A	8.7	3.15	27.4	TRUE
LWSK	North Macedonia	LBWN	Bulgaria	FALSE	1	Jet-A	2.1	3.15	6.7	TRUE
LYBE	Serbia	LATI	Albania	FALSE	2	Jet-A	4.3	3.15	13.5	TRUE
LYBE	Serbia	LBSF	Bulgaria	FALSE	1	Jet-A	1.5	3.15	4.7	TRUE
LYBE	Serbia	LWSK	North Macedonia	FALSE	2	Jet-A	3.4	3.15	10.6	TRUE
LYTV	Montenegro	LBSF	Bulgaria	FALSE	4	Jet-A	9.2	3.15	28.6	TRUE
LZIB	Slovakia	LBBG	Bulgaria	FALSE	10	Jet-A	38.2	3.15	120.3	TRUE
LZIB	Slovakia	LBSF	Bulgaria	FALSE	3	Jet-A	9.8	3.15	30.9	TRUE
LZKZ	Slovakia	LBSF	Bulgaria	FALSE	1	Jet-A	10.9	3.15	34.3	FALSE
OKBK	Kuwait	LBWN	Bulgaria	FALSE	10	Jet-A	87.1	3.15	274.4	FALSE
OMSJ	United Arab Emirates	LBSF	Bulgaria	FALSE	1	Jet-A	13.7	3.15	43.3	TRUE
UDYZ	Armenia	LBBG	Bulgaria	FALSE	9	Jet-A	51.9	3.15	163.4	TRUE
UDYZ	Armenia	LBWN	Bulgaria	FALSE	4	Jet-A	21.0	3.15	66.0	TRUE
UGTB	Georgia	LBSF	Bulgaria	FALSE	1	Jet-A	4.2	3.15	13.3	TRUE
UGTB	Georgia	LBWN	Bulgaria	FALSE	1	Jet-A	5.0	3.15	15.9	TRUE
UUEE	Russian Federation	LBSF	Bulgaria	FALSE	38	Jet-A	224.1	3.15	705.9	FALSE
VRMM	Maldives Islands	OMSJ	United Arab Emirates	FALSE	1	Jet-A	19.5	3.15	42.4	FALSE
end	end	end	end	end	end	end	end	end	end	end

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

