ANNUAL EMISSIONS REPORT FOR AIRCRAFT OPERATORS

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

Updated version for emissions of 2023 (Version of 15 January 2024)

CONTENTS

Reporting year:	2023

Information about this report:

This Annual Emissions Report was submitted by:	"EUROPEAN AIR CHARTER"
Unique identifier of the aircraft operator (CRCO No.):	27538
Version number of this emission report	1
Version number of the latest approved monitoring plan:	12
This emission report is used for CORSIA:	TRUE

Total emissions of the aircraft operator from flights reportable under the EU ETS: 42 180 t CO2

This is the amount of allowances to be surrendered by the aircraft operator, as calculated in section 5(c). This figure should only include emissions to be reported under the EU ETS, i.e. relate to the reduced scope.

Memo-Item: Total (sustainable) biomass emissions 0 t CO2

Memo-Item: Total non-sustainable biomass emissions 0 t CO2

Total emissions of the aircraft operator from flights reportable under the CH ETS (Swiss ETS): 0 t CO2

This is the amount of allowances to be surrendered by the aircraft operator for compliance under the CH ETS, as calculated in section 5(d).

Memo-Item: Total (sustainable) biomass emissions 0 t CO2

Memo-Item: Total non-sustainable biomass emissions 0 t CO2

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

Total emissions from international flights: 108 058 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:

15.02.2024
Date

APIK GARABEDIAN
Name and Signature of legally responsible person

Template version information:

Template provided by:	European Commission
Publication date:	15.01.2024
Language version:	English
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GENERAL INFORMATION ABOUT THIS REPORT

1 Reporting Year and Scope

(a) Reporting year: 2023

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(4) derogation been used? FALSE

In accordance with Article 28a(4) of the EU ETS Directive, aircraft operators emitting less than 25 000 tonnes of CO2 per year, related to the full scope of the EU ETS, or emitting less than 3 000 tCO2 per year under the reduced scope, both commercial and non-commercial, can choose an alternative to verification by an independent verifier.

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

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

Scope: EU ETS and/or CORSIA:

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

If you have an obligation under CORSIA to the same country as under the EU ETS, you should fill in the sections of this template which are marked as relating to ICAO's market based mechanism CORSIA (indicated by a light blue frame).
In accordance with Article 1 of Regulation 2019/1603 ('CORSIA Delegated Act'), you have an obligation to report CORSIA data, if you hold an air operator certificate issued by a Member State or are registered in a Member State, including in the outermost regions, dependencies and territories of that Member State. Article 5 of that act specifies which is the administering Member State.

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

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

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

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

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

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

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

2 Identification of the Aircraft Operator

(a) Please enter the name of the aircraft operator: EUROPEAN AIR CHARTER

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: 27538

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: BULGARIAN AIR CHARTER

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: BUC

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 08

AOC issuing authority:	Bulgaria - Civil Aviation Administration
Operating Licence:	BG 100-32
Issuing authority:	Bulgaria - Civil Aviation Administration

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

Address Line 1	35 Pavel Krasov Str.
Address Line 2	
City	Sofia
State/Province/Region	Gorubliane
Postcode/ZIP	1138
Country	Bulgaria
Telephone Number:	359 2 976 76 76
Email address	office@eusircharter.com

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

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

Title:	Mrs
First Name:	Borislava
Surname:	Kancheva
Job title:	GHG Emissions Expert
Organisation name (if acting on behalf of the aircraft operator):	
Telephone number:	359 888 129 045
Email address:	b.kancheva@eusircharter.com

(k) Please provide an address for receipt of correspondence

You must provide an address for receipt of notices or other documents under or in connection with the EU Greenhouse Gas Emissions Trading Scheme. Please provide an electronic address and a postal address within the administering Member State.

Title:	Mrs
First Name:	Borislava
Surname:	Kancheva
Email address:	b.kancheva@eusircharter.com
Telephone number:	359 888 129 045
Address Line 1:	35 Pavel Krasov Str.
Address Line 2:	
City:	Sofia
State/Province/Region:	Gorubliane
Postcode/ZIP:	1138
Country:	Bulgaria

(l) Legal representative of the aircraft operator

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

Title:	Mr
First Name:	Apik
Surname:	Garabedian
Email address:	garabedian@eusircharter.com
Telephone number:	359 887 259 039
Address Line 1:	35 Pavel Krasov Str.
Address Line 2:	
City:	Sofia
State/Province/Region:	Gorubliane
Postcode/ZIP:	1138
Country:	Bulgaria

3 Identification of the verifier

In accordance with Article 28a(4) of the EU ETS Directive, aircraft operators emitting less than 25 000 tonnes of CO2 per year, related to the full scope of the EU ETS, or emitting less than 3 000 tCO2 per year under the reduced scope, both commercial and non-commercial, can choose an alternative to verification by an independent verifier.

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

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

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

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

(b) Contact person for the accredited verifier:

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

Title:	Mr
First Name:	David
Surname:	Malánek
Email address:	david.malenek@verifikace.cz
Telephone number:	420-777-803-593

(c) Information about the verifier's accreditation:

Note that pursuant to Article 55(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:	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: 12

(b) Date of approval of the used monitoring plan: 17.01.2023

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

(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:	2 167
(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:**	2 167

(b) Properties of the fuels used:

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

preliminary EF	*The „preliminary emission factor" is the assumed total emission factor of a mixed fuel or material based on the total carbon content composed of biomass fraction and fossil fraction before multiplying it with the fossil fraction to result in the emission factor. For Aviation, the EF is usually reported as t CO2/t.*
NCV	*Net calorific value. Proxy data is to be reported for completeness purposes. In this template it is not used for emission calculation.*
biomass content (sustainable)	*For fuels which contain biomass, compliance with the sustainability criteria pursuant to the RES Directive has to be demonstrated (see guidance document no. 2) in order to assign an emission factor of zero to the biomass. Please enter here the percentage of biomass (% of the carbon content) contained in the fuel, which is demonstrated to comply with the sustainability criteria. This amount is used for calculating the fossil and biomass emissions under point (c).*
biomass content (non-sustainable)	*Please enter here the percentage of biomass (% of the carbon content) contained in the fuel which cannot be demonstrated to comply with the sustainability criteria. This biomass is treated like fossil material, i.e. it contributes to fossil emissions under point (c), but is also presented as a separate memo-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					
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	13 390,59	42 180	0	0
2	Jet gasoline (Jet B)	3,10				
3	Aviation gasoline (AvGas)	3,10				
4						
5						
6						
7						
8						
9						
10						
11						
12						

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

Total CO2 emissions (EU ETS) in the reporting year:	**42 180**	
IMPORTANT NOTE: This total emissions figure is considered the correct figure for the annual emissions. If aggregation in the sheet "Emissions Data" or in the Annex deviates from this figure, make sure that the data in all tables is consistent. **This figure should only include emissions to be reported under the EU ETS, i.e. relate to the reduced scope.**		
Memo Item: Sustainable biomass:	0	
Memo Item: Non-sustainable biomass:		0

(d) Fuel consumption and emissions in the CH ETS

For instructions on filling this section see above under section (c).

Fuel No.	Name of fuel	(final) EF [t CO2 / t fuel]	fuel consumption [tonnes]	CO2 emissions [t CO2]	CO2 from sustainable biomass	CO2 from non-sustainable biomass
1	Jet kerosene (Jet A1 or Jet A)	3,15				
2	Jet gasoline (Jet B)	3,10				
3	Aviation gasoline (AvGas)	3,10				
4						
5						

6						
7						
8						
9						
10						
11						
12						

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

Total CO2 emissions (CH ETS) in the reporting year:	**0**	

IMPORTANT NOTE: This total emissions figure is considered the correct figure for the annual emissions. If aggregation in the sheet "Emissions Data" or in the Annex deviates from this figure, make sure that the data in all tables is consistent.
This figure should only include emissions to be reported under the CH ETS.

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

6 Use of simplified procedures

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

(a) Have you been using the simplified approach allowed for small emitters pursuant to Article 55(2) of the MRR?
~~*Small emitters are aircraft operators which operate fewer than 243 flights per period for three consecutive four-month periods and aircraft operators with total annual emissions lower than 25,000 t CO2 per year, related to the EU ETS full scope.*~~

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

FALSE

(b) ~~Please report the total number of full scope flights covered by the EU ETS in each four-month period during the reporting year for which you are the aircraft operator:~~
~~*The local time of departure of the flight determines in which four-month period that flight shall be taken into account.*~~

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

(c) Total emissions in the reporting year:
Please enter here the total emissions related to the full scope. 42 180 t CO2

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

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

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

(e) ~~Please specify which fuel consumption estimation tool you have used:~~

(f) ~~If you have chosen "Other" under point (e) above, which one?~~

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

(g) An emission estimation tool was used for all emissions under CORSIA:

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

7 Approach for data gaps

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

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

In accordance with Article 66(2) of the MRR data gaps must be closed by a method defined in the monitoring plan, or if this is not possible, by using a tool which may be used for the small emitters approach.

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

The table should be filled as follows:

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

EMISSION DATA PER COUNTRY AND FUEL – EU ETS

8a Detailed emissions data – EU ETS

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

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

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

		Emissions from each Fuel [t CO2]					TOTAL [t CO2]	Total number of flights
		Jet kerosene (jet A1 or jet A)	Jet gasoline (Jet B)	Aviation gasoline (AvGas)	Alternative fuel 1	<add more fuels before this column>		
A	**Total aggregated CO2 emissions from all flights relating to the reduced scope of the EU ETS Directive (= B + C)**	42 180	0	0	0	0	42 180	2 167
B	***of which departure MS is the same as arrival MS (domestic flights, =sum of section (b))***	423	0	0	0	0	423	67
C	***of which all other intra EEA flights, and flights from EEA to Switzerland or UK***	41 757	0	0	0	0	41 757	2 100
D	*emissions from all flights departing from a Member State to another Member State, Switzerland or UK (=sum of section 8(c))*	41 757	0	0	0	0	41 757	2 100

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): 42 180 t CO2
Difference to data given in this sheet: 0 t CO2

(b) **Aggregated CO2 emissions from all flights of which departure Member State is the same as arrival Member State (domestic flights):**
Please complete the following table with the appropriate data for the reporting year. Note that the emission factors presented in section 5(b) MUST BE USED for calculating these emissions.

Member State of departure and arrival	Emissions from each Fuel [t CO2]					TOTAL [t CO2]	Total number of flights
	Jet kerosene (jet A1 or jet A)	Jet gasoline (Jet B)	Aviation gasoline (AvGas)	Alternative fuel 1	<add more fuels before this column>		
Austria	4					4	1
Belgium						0	
Bulgaria	133					133	24
Croatia						0	
Cyprus						0	
Czechia						0	
Denmark						0	
Estonia						0	
Finland						0	
France						0	
Germany	266					266	40
Greece						0	
Hungary						0	
Iceland						0	
Ireland						0	
Italy	20					20	2
Latvia						0	
Liechtenstein						0	
Lithuania						0	
Luxembourg						0	
Malta						0	
Netherlands						0	
Norway						0	
Poland						0	
Portugal						0	
Romania						0	
Slovakia						0	
Slovenia						0	
Spain						0	
Sweden						0	
Sum of domestic flights:	423	0	0	0	0	423	67

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

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

		Emissions from each Fuel [t CO2]						
Member State of departure	State of arrival	Jet kerosene (jet A1 or jet A)	Jet gasoline (Jet B)	Aviation gasoline (AvGas)	*Alternative fuel 1*	*<add more fuels before this column>*	TOTAL [t CO2]	*Total number of flights*
Austria	Bulgaria	552					552	38
Austria	Germany	25					25	3
Austria	Greece	3 597					3 597	183
Austria	Cyprus	45					45	2
Belgium	Bulgaria	24					24	1
Bulgaria	Austria	609					609	39
Bulgaria	Belgium	27					27	1
Bulgaria	Germany	11 755					11 755	550
Bulgaria	Greece	22					22	2
Bulgaria	Spain	98					98	3
Bulgaria	Italy	585					585	32
Bulgaria	Netherlands	21					21	1
Bulgaria	United Kingdom	31					31	1
Bulgaria	Poland	2 243					2 243	122
Bulgaria	Romania	8					8	1
Bulgaria	Slovakia	205					205	13
Bulgaria	Slovenia	31					31	2
Bulgaria	Hungary	41					41	3
Bulgaria	Croatia	13					13	1
Bulgaria	Czechia	698					698	38
Germany	Austria	17					17	2
Germany	Bulgaria	10 807					10 807	552
Germany	Greece	1 297					1 297	54
Greece	Austria	3 765					3 765	183
Greece	Bulgaria	22					22	2
Greece	Germany	1 410					1 410	53
Spain	Bulgaria	82					82	3
Italy	Bulgaria	562					562	33
Cyprus	Austria	52					52	2
Netherlands	Bulgaria	21					21	1
Poland	Bulgaria	2 197					2 197	122
Romania	Bulgaria	9					9	1
Slovakia	Bulgaria	193					193	13
Slovenia	Bulgaria	23					23	2
Hungary	Bulgaria	37					37	3
Croatia	Germany	12					12	1
Czechia	Bulgaria	618					618	37
							0	
< Please add additional rows above this row, if needed >								
Aggregated CO2 emissions from all flights departing from each Member State to another Member State, to Switzerland, or to the UK		41 757	0	0	0	0	41 757	2 100

9 Aircraft data

(a) Provide details for each aircraft used during the year covered by this report for which you are the aircraft operator.

The list should use the same aircraft types (by ICAO aircraft type designator - DOC8643) and subtypes (if you have used such further clarification in the monitoring plan), which you have operated during the reporting 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	[redacted]	used for CORSIA (if applicable)
				Starting date	End date	Jet-A	Jet-A1	Jet-B	AvGas	other			
McDonnell Douglas Model DC-9-82 (MD-82)		LZ-LDJ	EUROPEAN AIR CHARTER				TRUE				TRUE	FALSE	TRUE
McDonnell Douglas Model DC-9-82 (MD-82)		LZ-LDM	EUROPEAN AIR CHARTER				TRUE				TRUE	FALSE	TRUE
McDonnell Douglas Model DC-9-82 (MD-82)		LZ-LDN	EUROPEAN AIR CHARTER				TRUE				TRUE	FALSE	TRUE
McDonnell Douglas Model DC-9-82 (MD-82)		LZ-LDP	EUROPEAN AIR CHARTER				TRUE				TRUE	FALSE	TRUE
McDonnell Douglas Model DC-9-82 (MD-82)		LZ-LDS	EUROPEAN AIR CHARTER				TRUE				TRUE	FALSE	TRUE
McDonnell Douglas Model DC-9-82 (MD-82)		LZ-LDT	EUROPEAN AIR CHARTER				TRUE				TRUE	FALSE	TRUE
McDonnell Douglas Model DC-9-82 (MD-82)		LZ-LDU	EUROPEAN AIR CHARTER		07.04.2023		TRUE				TRUE	FALSE	TRUE
McDonnell Douglas Model DC-9-82 (MD-82)		LZ-LDW	EUROPEAN AIR CHARTER				TRUE				TRUE	FALSE	TRUE
AIRBUS A320		LZ-LAA	EUROPEAN AIR CHARTER				TRUE				TRUE	FALSE	TRUE
AIRBUS A320		LZ-LAB	EUROPEAN AIR CHARTER				TRUE				TRUE	FALSE	TRUE
AIRBUS A320		LZ-LAD	EUROPEAN AIR CHARTER				TRUE				TRUE	FALSE	TRUE
AIRBUS A320		LZ-LAE	EUROPEAN AIR CHARTER				TRUE				TRUE	FALSE	TRUE
AIRBUS A320		LZ-LAG	EUROPEAN AIR CHARTER				TRUE				TRUE	FALSE	TRUE
AIRBUS A320		LZ-LAH	EUROPEAN AIR CHARTER				TRUE				TRUE	FALSE	TRUE
AIRBUS A320		LZ-LAI	EUROPEAN AIR CHARTER				TRUE				TRUE	FALSE	TRUE
AIRBUS A320		LZ-LAJ	EUROPEAN AIR CHARTER				TRUE				TRUE	FALSE	TRUE
AIRBUS A320		LZ-LAK	EUROPEAN AIR CHARTER				TRUE				TRUE	FALSE	TRUE

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 sufficent.

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

This annex to the annual emissions report is used for consistency and compliance checking of data in the previous sections.

In addition, from 2023, Article 14(6) of the EU ETS Directive requires the Commission to publish annually aggregated emissions related data from aviation activities reported to Member States in accoradance with the MRR. The data in this report and its Annexes will be used for this purpose.

That article also specifies that in particular situations aircraft operators may request that some data are treated as confidential, i.e. that the publication of data is done at a higher aggregated level. For such request, the Directive specifies:

"[...] in specific circumstances where an aircraft operator operates on a very limited number of aerodrome pairs or on a very limited number of State pairs that are subject to offsetting requirements or on a very limited number of State pairs that are not subject to offsetting requirements, that aircraft operator may request the administering Member State not to publish such data at the aircraft operator level, explaining why disclosure would be considered to harm its commercial interests. Based on that request, the administering Member State may request the Commission to publish those data at a higher level of aggregation. The Commission shall decide on the request."

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

(a1) Please provide a comprehensive and detailed explanation why disclosure of data would be considered to harm your commercial interests:

Note that the request will be granted only if both the administering Member State and the Commission deem the reasons for not publishing data satisfactory.

(a2) *In case the space above under point (a1) is not sufficient for explaining your reasons, you may attach a comprehensive explanation in a separate file. In this case, please enter here the filename of the attached file:*

Filename of attachment, if applicable:

(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	LBWN	1	24
EDDB	LBSF	1	14
EDDC	LBBG	24	462
EDDE	LBBG	10	211
EDDF	EDDP	1	6
EDDF	LBBG	38	795
EDDF	LBSF	2	32
EDDF	LOWL	1	8
EDDK	EDDF	1	5
EDDK	EDDM	4	33
EDDK	LBBG	14	326
EDDK	LBWN	15	328
EDDL	EDDF	1	15
EDDL	EDDV	11	70
EDDL	EDLP	1	4
EDDL	LBBG	30	635

EDDL	LBSF	3	46
EDDL	LBWN	33	695
EDDL	LGRP	6	149
EDDL	LOWL	1	10
EDDM	EDDK	4	32
EDDM	EDJA	1	3
EDDM	LBBG	18	325
EDDM	LBSF	3	38
EDDM	LBWN	15	261
EDDP	EDDF	1	7
EDDP	EDDS	3	21
EDDP	EDDV	3	15
EDDP	LBBG	84	1 632
EDDP	LBSF	1	14
EDDP	LBWN	86	1 593
EDDP	LGIR	22	530
EDDP	LGRP	26	618
EDDS	EDDP	3	21
EDDS	EDDV	1	8
EDDS	LBBG	18	374
EDDS	LBSF	2	25
EDDS	LBWN	25	462
EDDV	LBWN	82	1 604
EDDV	LBBG	48	937
EDDV	EDDG	1	4
EDDV	EDDL	1	5
EDDV	EDDS	1	7
EDDV	EDLP	1	5
EDJA	EDDM	1	5
EHAM	LBBG	1	21
EPGD	LBBG	15	321
EPKT	LBBG	3	43
EPLL	LBBG	13	234
EPLL	LBWN	1	14
EPPO	LBBG	30	546
EPRZ	LBBG	15	231
EPSC	LBBG	15	272
EPWA	LBBG	15	262
EPWR	LBBG	15	273
LBBG	EDDC	24	490
LBBG	EDDE	10	228
LBBG	EDDF	36	852
LBBG	EDDK	15	393
LBBG	EDDL	37	849
LBBG	EDDM	17	326
LBBG	EDDP	83	1 748
LBBG	EDDS	18	407
LBBG	EDDV	43	940
LBBG	EPGD	15	328
LBBG	EPKT	3	43
LBBG	EPLL	14	251
LBBG	EPPO	30	554
LBBG	EPRZ	15	244
LBBG	EPSC	15	280
LBBG	EPWA	15	260
LBBG	EPWR	15	284
LBBG	LBSF	1	6
LBBG	LBWN	4	13
LBBG	LDRI	1	13
LBBG	LHBP	3	41
LBBG	LKPR	23	443
LBBG	LKTB	11	192
LBBG	LOWL	11	173

LBBG	LOWW	27	425
LBBG	LZIB	12	191
LBPD	LBWN	1	6
LBSF	EDDB	1	16
LBSF	EDDF	2	33
LBSF	EDDL	1	17
LBSF	EDDM	2	32
LBSF	EDDP	1	14
LBSF	EDDS	1	19
LBSF	EDDV	1	20
LBSF	EGHQ	1	31
LBSF	LBBG	2	14
LBSF	LBPD	1	5
LBSF	LBWN	5	33
LBSF	LGSR	2	22
LBSF	LICC	1	14
LBSF	LICJ	1	13
LBSF	LIEO	11	202
LBSF	LIME	1	16
LBSF	LIMF	2	44
LBSF	LIPH	1	16
LBSF	LIRF	1	14
LBSF	LKPR	3	46
LBSF	LOWL	1	12
LBSF	LRBS	1	8
LBWN	EBBR	1	27
LBWN	EDDF	1	18
LBWN	EDDK	15	383
LBWN	EDDL	40	886
LBWN	EDDM	15	278
LBWN	EDDP	90	1 785
LBWN	EDDS	25	484
LBWN	EDDV	72	1 559
LBWN	EHAM	1	21
LBWN	LBBG	3	8
LBWN	LBSF	7	49
LBWN	LEGE	2	59
LBWN	LEJR	1	39
LBWN	LIBD	2	30
LBWN	LICB	1	21
LBWN	LICC	2	33
LBWN	LIEO	1	23
LBWN	LIME	1	24
LBWN	LIRF	2	38
LBWN	LIRN	1	21
LBWN	LIRP	1	20
LBWN	LIRZ	3	59
LBWN	LJLJ	2	31
LBWN	LKPR	1	17
LBWN	LZIB	1	14
LCLK	LOWL	2	53
LDRI	EDDF	1	12
LEGE	LBWN	2	50
LEJR	LBWN	1	33
LGIR	EDDP	22	569
LGIR	LOWG	42	787
LGIR	LOWL	63	1 329
LGKO	LOWL	19	389
LGRP	EDDL	6	185
LGRP	EDDP	25	656
LGRP	LOWL	59	1 261
LGSR	LBSF	2	22
LHBP	LBBG	3	37

LIBD	LBWN	1	15
LIBD	LIEO	1	8
LICB	LBWN	1	17
LICC	LBSF	1	11
LICC	LBWN	1	15
LICC	LIPX	1	12
LICJ	LBSF	1	14
LIEO	LBSF	12	211
LIEO	LBWN	2	37
LIME	LBWN	1	22
LIME	LBSF	1	13
LIMF	LBSF	2	39
LIPH	LBSF	1	15
LIPX	LBWN	1	14
LIRF	LBSF	1	15
LIRF	LBWN	2	39
LIRN	LBWN	1	17
LIRP	LBWN	1	19
LIRZ	LBWN	3	51
LJLJ	LBSF	2	23
LKPR	LBBG	23	402
LKPR	LBSF	2	28
LKPR	LBWN	1	17
LKTB	LBBG	11	171
LOWG	LGIR	42	772
LOWL	EDDF	1	8
LOWL	EDDL	1	9
LOWL	EDDV	1	8
LOWL	LBBG	10	147
LOWL	LBSF	1	10
LOWL	LCLK	2	45
LOWL	LGIR	63	1 264
LOWL	LGKO	19	374
LOWL	LGRP	59	1 186
LOWW	LBBG	26	384
LOWW	LBWN	1	11
LOWW	LOWL	1	4
LRBS	LBSF	1	9
LZIB	LBBG	12	180
LZIB	LBWN	1	14
end of list	end of list	end of list	end of list

Totals:			
		Total number of flights	Total emissions [t CO2]
Reporting year totals:		2 167	42 180
Compare data entered in section 5:		2 167	42 180

Annex: Emissions reporting - only 2023

11a 2023 Emissions for calculation of free allocation in 2024 and 2025

The EU ETS Directive as amended by Directive (EU) 2023/958, provides for free allocation to aircraft operators in the years 2024 and 2025. The free allowances will be allocated to aircarft operators proportionately to their share of verified emissions from aviation activities reported for 2023. That calculation shall take into account verified emissions from aviation activities reported in respect of flights that are covered by the EU ETS from 1 January 2024.

This Annex shall be used to report the total 2023 emissions in respect of flights that are covered by the EU ETS from 1 January 2024 in order to allow for the calulation of free allocations for 2024 and 2025.

This reporting is voluntary. If you do not report the required data, the Competent Authority will substitute the data missing with estimated data from Eurocontrol.

Which emissions should be reported here?

Total emissions reported in section (5)(c) (i.e. the total emissions 2023 for which allowances need to be surrendered) minus emissions from flights covered in 2023 but exempted in 2024 and 2025 plus emissions from flights not covered in 2023 but covered in 2024 and onwards.

Note that no allowances have to be surrendered in relation to this Annex.

(a) Confidentiality of data in this Annex:

It is assumed that your inputs in section (11)(a) also apply to this section.

Click here to check content of section (11)(a)

(b) Total 2023 Emissions for calculation of free allocation in 2024 and 2025:

	t CO2 / year
Total emissions reported in section (5)(c)	42 180
Emissions from flights covered in 2023 but exempted in 2024 and 2025	0
Emissions from flights not covered in 2023 but covered in 2024 and onwards	0
Total	**42 180**

(b1) Total emissions reported in section (5)(c)

Total CO2 emissions (EU ETS) in the reporting year: **42 180**

(b2) Emissions from flights covered in 2023 but exempted in 2024 and 2025

The flights covered in 2023 but exempted in 2024 and 2025 (exemption in place from 2024 to 2030) are: Flights between an aerodrome located in an outermost region of a Member State and another aerodrome located in the same outermost region.

The data is already reported in section (11). Please enter here the aggregated total emissions stemming from these flights.

Total CO2 emissions from flights covered in 2023 but exempted in 2024 and 2025

(b3) Emissions from flights not covered in 2023 but covered in 2024 and onwards

The flights not covered in 2023 but covered from 2024 onwards are: Flights between an aerodrome located in an outermost region and an aerodrome located in another region of the EEA, and flights departing from an aerodrome located in an outermost region and arriving in Switzerland or the United Kingdom.

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		

end of list	end of list	end of list	end of list

Totals:		
	Total number of flights	Total emissions [t CO2]
Reporting year totals:	0	0

(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 necessary for CORSIA as referenced in Article 7 of the CORSIA delegated act.

EU ETS

Note that for compliance with EU ETS legislation, "EU ETS" must be selected here (according to Article 3(1) of the Delegated Act pursuant to Article 28c of the EU ETS Directive, the values given in the MRR have to be used). The possibility to select "CORSIA" here is provided merely as an indicative tool for the aircraft operator to get an understanding of its emissions under CORSIA rules.

For emissions from 2024 onwards, the same emission factor as under CORSIA will also be applicable in the EU ETS.

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.

a) Summary of reported international flights and emissions

Total CO2 emissions from international flights (in tonnes):	108 058	t CO2
Total CO2 emissions from flights subject to offsetting requirements (in tonnes):	47 656	t CO2
Total number of international flights during reporting period:	4 179	
Total number of international flights subject to offsetting requirements:	2 450	

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

b) Summary of fuel quantities (in tonnes):

Jet-A	0,00	t
Jet-A1	34 304,24	t
Jet-B	0,00	t
AvGas	0,00	t

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.

In each reporting year the flights subject to offsetting requirements are the flights between a Member State and States that are listed in the implementing act adopted pursuant to Article 25a(3) as well as flights between these States, and flights between Switzerland or the United Kingdom and these States.

Furthermore, flights between EU Overseas Countries and Territories and EEA States may be subject to offsetting requirements at the discretion of each EEA State according to transposition of the EU ETS Directive into national legislation.

This annex to the annual emissions report is used for consistency and compliance checking of data in the previous sections.

In addition, from 2023, Article 14(6) of the EU ETS Directive requires the Commission to publish annually aggregated data of flights per pair of intra-EEA aerodrome pair, and some other information per aircraft operator.

However, that article also allows aircraft operators to request that some data are treated as confidential, i.e. that the publication of data is done at a higher aggregated level. For such request, the Directive specifies:

"[...] in specific circumstances where an aircraft operator operates on a very limited number of aerodrome pairs or on a very limited number of State pairs that are subject to offsetting requirements or on a very limited number of State pairs that are not subject to offsetting requirements, that aircraft operator may request the administering Member State not to publish such data at the aircraft operator level, explaining why disclosure would be considered to harm its commercial interests. Based on that request, the administering Member State may request the Commission to publish those data at a higher level of aggregation. The Commission shall decide on the request."

c1) Please indicate if the data in this annex is considered confidential: FALSE

c2) If you have answered "True" under point c1, do you want to apply the same reasoning as given in section (11)(a)?

Click here to check content of section (11)(a)

c3) Please provide a comprehensive explanation why disclosure of data would be considered to harm your commercial interests:

Note that the administering Member State or the Commission may decide not to follow your request in case the reasons for not publishing data are not found conclusive.

c4) *In case the space above under point (a1) is not sufficient for explaining your reasons, you may attach a comprehensive explanation in a separate file. In this case, please enter here the filename of the attached file.*

Filename of attachment, if applicable:

c5)

Departure		Arrival		CO2 emissions estimated with a tool?	Total No. of flights	Fuel type	Total amount of fuel used (in tonnes)	Fuel conversion factors	CO2 emissions (in tonnes)	Subject to offsetting requirements?
ICAO airport code	State	ICAO airport code	State							
DTNH	Tunisia	EDDS	Germany		1	Jet-A1	4,9	3,15	15,3	FALSE
DTNH	Tunisia	LBPD	Bulgaria		5	Jet-A1	29,6	3,15	93,1	FALSE
DTNH	Tunisia	LBSF	Bulgaria		40	Jet-A1	243,5	3,15	767,1	FALSE
DTNH	Tunisia	LBWN	Bulgaria		7	Jet-A1	48,7	3,15	153,5	FALSE
DTTJ	Tunisia	LBSF	Bulgaria		17	Jet-A1	112,8	3,15	355,3	FALSE
DTTJ	Tunisia	LBWN	Bulgaria		3	Jet-A1	18,5	3,15	56,3	FALSE
EBBR	Belgium	LBWN	Bulgaria		1	Jet-A1	7,7	3,15	24,2	TRUE

EDDB	Germany	LBSF	Bulgaria		1	Jet-A1	4,5	3,15	14,1	TRUE
EDDC	Germany	LBBG	Bulgaria		24	Jet-A1	146,5	3,15	461,5	TRUE
EDDE	Germany	LBBG	Bulgaria		10	Jet-A1	66,9	3,15	210,7	TRUE
EDDF	Germany	HEGN	Egypt		42	Jet-A1	471,7	3,15	1 486,0	FALSE
EDDF	Germany	HEMA	Egypt		44	Jet-A1	556,1	3,15	1 751,8	FALSE
EDDF	Germany	LBBG	Bulgaria		38	Jet-A1	252,4	3,15	795,1	TRUE
EDDF	Germany	LBSF	Bulgaria		2	Jet-A1	10,0	3,15	31,5	TRUE
EDDF	Germany	LOWL	Austria		1	Jet-A1	2,4	3,15	7,7	TRUE
EDDG	Germany	HEGN	Egypt		1	Jet-A1	12,0	3,15	37,8	FALSE
EDDK	Germany	LBBG	Bulgaria		14	Jet-A1	103,5	3,15	325,9	TRUE
EDDK	Germany	LBWN	Bulgaria		15	Jet-A1	104,1	3,15	328,0	TRUE
EDDL	Germany	HEGN	Egypt		64	Jet-A1	775,4	3,15	2 442,4	FALSE
EDDL	Germany	HEMA	Egypt		65	Jet-A1	856,4	3,15	2 697,8	FALSE
EDDL	Germany	LBBG	Bulgaria		30	Jet-A1	201,5	3,15	634,8	TRUE
EDDL	Germany	LBSF	Bulgaria		3	Jet-A1	14,7	3,15	46,2	TRUE
EDDL	Germany	LBWN	Bulgaria		33	Jet-A1	220,6	3,15	694,9	TRUE
EDDL	Germany	LGRP	Greece		6	Jet-A1	47,3	3,15	149,1	TRUE
EDDL	Germany	LOWL	Austria		1	Jet-A1	3,0	3,15	9,5	TRUE
EDDM	Germany	HEGN	Egypt		44	Jet-A1	444,6	3,15	1 400,4	FALSE
EDDM	Germany	HEMA	Egypt		26	Jet-A1	290,2	3,15	914,0	FALSE
EDDM	Germany	LBBG	Bulgaria		18	Jet-A1	103,2	3,15	325,2	TRUE
EDDM	Germany	LBSF	Bulgaria		3	Jet-A1	12,0	3,15	37,8	TRUE
EDDM	Germany	LBWN	Bulgaria		15	Jet-A1	82,7	3,15	260,6	TRUE
EDDP	Germany	HEGN	Egypt		97	Jet-A1	1 136,0	3,15	3 578,3	FALSE
EDDP	Germany	HEMA	Egypt		61	Jet-A1	753,5	3,15	2 373,5	FALSE
EDDP	Germany	LBBG	Bulgaria		84	Jet-A1	518,2	3,15	1 632,2	TRUE
EDDP	Germany	LBSF	Bulgaria		1	Jet-A1	4,4	3,15	13,8	TRUE
EDDP	Germany	LBWN	Bulgaria		86	Jet-A1	505,7	3,15	1 592,8	TRUE
EDDP	Germany	LGIR	Greece		22	Jet-A1	168,3	3,15	530,2	TRUE
EDDP	Germany	LGRP	Greece		26	Jet-A1	196,2	3,15	618,0	TRUE
EDDS	Germany	LBBG	Bulgaria		18	Jet-A1	118,8	3,15	374,1	TRUE
EDDS	Germany	LBSF	Germany		2	Jet-A1	8,1	3,15	25,4	TRUE
EDDS	Germany	LBWN	Bulgaria		25	Jet-A1	146,6	3,15	461,9	TRUE
EDDV	Germany	LBWN	Bulgaria		82	Jet-A1	509,1	3,15	1 603,7	TRUE
EDDV	Germany	HEGN	Egypt		41	Jet-A1	487,1	3,15	1 534,3	FALSE
EDDV	Germany	HEMA	Egypt		51	Jet-A1	657,8	3,15	2 072,1	FALSE
EDDV	Germany	LBBG	Bulgaria		48	Jet-A1	297,6	3,15	937,4	TRUE
EDJA	Germany	HEGN	Egypt		1	Jet-A1	11,2	3,15	35,3	FALSE
EDLP	Germany	HEGN	Egypt		2	Jet-A1	23,8	3,15	74,9	FALSE
EGHQ	United Kingdom	LBSF	Bulgaria		1	Jet-A1	6,7	3,15	21,1	TRUE
EHAM	Netherlands	LBBG	Bulgaria		1	Jet-A1	6,5	3,15	20,6	TRUE
EPGD	Poland	LBBG	Bulgaria		15	Jet-A1	101,8	3,15	320,7	TRUE
EPKT	Poland	LBBG	Bulgaria		3	Jet-A1	13,8	3,15	43,4	TRUE
EPLL	Poland	LBBG	Bulgaria		13	Jet-A1	74,4	3,15	234,4	TRUE
EPLL	Poland	LBWN	Bulgaria		1	Jet-A1	4,5	3,15	14,1	TRUE
EPPO	Poland	LBBG	Bulgaria		30	Jet-A1	173,5	3,15	546,4	TRUE
EPRZ	Poland	LBBG	Bulgaria		15	Jet-A1	73,2	3,15	230,5	TRUE
EPSC	Poland	LBBG	Bulgaria		15	Jet-A1	86,3	3,15	271,9	TRUE
EPWA	Poland	LBBG	Bulgaria		15	Jet-A1	83,3	3,15	262,4	TRUE
EPWR	Poland	LBBG	Bulgaria		15	Jet-A1	86,6	3,15	272,9	TRUE
GMFF	Morocco	LBSF	Bulgaria		4	Jet-A1	38,3	3,15	120,5	FALSE
GMFF	Morocco	LBWN	Bulgaria		1	Jet-A1	10,6	3,15	33,4	FALSE
GMMX	Morocco	LBSF	Bulgaria		5	Jet-A1	52,1	3,15	164,1	FALSE
GMFF	Morocco	GVAC	Cabo Verde		2	Jet-A1	19,8	3,15	62,4	FALSE
GVAC	Cabo Verde	GMFF	Morocco		2	Jet-A1	20,7	3,15	65,3	FALSE
HECA	Egypt	LBSF	Bulgaria		24	Jet-A1	151,1	3,15	476,1	FALSE
HECA	Egypt	LBWN	Bulgaria		4	Jet-A1	26,1	3,15	82,2	FALSE
HECA	Egypt	LTAI	Türkiye		2	Jet-A1	8,0	3,15	25,2	FALSE
HECA	Egypt	OJAQ	Jordan		1	Jet-A1	2,9	3,15	9,3	FALSE
HECA	Egypt	DTNH	Tunisia		1	Jet-A1	8,2	3,15	26,0	FALSE
HEGN	Egypt	LBSF	Bulgaria		44	Jet-A1	348,7	3,15	1 098,4	FALSE
HEGN	Egypt	LBWN	Bulgaria		7	Jet-A1	59,5	3,15	187,4	FALSE
HEGN	Egypt	EDDF	Germany		42	Jet-A1	558,8	3,15	1 760,1	FALSE
HEGN	Egypt	EDDL	Germany		64	Jet-A1	880,3	3,15	2 773,0	FALSE
HEGN	Egypt	EDDM	Germany		45	Jet-A1	543,4	3,15	1 711,8	FALSE
HEGN	Egypt	EDDP	Germany		97	Jet-A1	1 249,7	3,15	3 936,6	FALSE
HEGN	Egypt	EDDV	Germany		42	Jet-A1	571,0	3,15	1 798,8	FALSE
HEGN	Egypt	EDJA	Germany		1	Jet-A1	12,6	3,15	39,7	FALSE
HEGN	Egypt	LBBG	Germany		1	Jet-A1	6,4	3,15	20,3	FALSE
HEGN	Egypt	LOWL	Austria		52	Jet-A1	578,3	3,15	1 821,6	FALSE
HELX	Egypt	LBSF	Bulgaria		1	Jet-A1	7,6	3,15	23,9	FALSE
HELX	Egypt	LOWL	Austria		3	Jet-A1	35,4	3,15	111,6	FALSE
HELX	Egypt	LOWW	Austria		1	Jet-A1	11,2	3,15	35,3	FALSE
HELX	Egypt	HTZA	ıd Republic of Tanz		1	Jet-A1	14,0	3,15	44,0	FALSE
HEMA	Egypt	EDDF	Germany		44	Jet-A1	617,3	3,15	1 944,5	FALSE
HEMA	Egypt	EDDL	Germany		64	Jet-A1	932,8	3,15	2 938,2	FALSE
HEMA	Egypt	EDDM	Germany		26	Jet-A1	350,7	3,15	1 104,7	FALSE
HEMA	Egypt	EDDP	Germany		61	Jet-A1	840,1	3,15	2 646,4	FALSE
HEMA	Egypt	EDDV	Germany		51	Jet-A1	725,5	3,15	2 285,3	FALSE
HEMA	Egypt	LBBG	Bulgaria		1	Jet-A1	6,8	3,15	21,3	FALSE
HEMA	Egypt	LBWN	Bulgaria		1	Jet-A1	7,3	3,15	23,0	FALSE
HEMA	Egypt	LOWL	Austria		3	Jet-A1	33,9	3,15	106,8	FALSE
HEMA	Egypt	LOWW	Austria		26	Jet-A1	300,6	3,15	947,0	FALSE
HESH	Egypt	LBSF	Bulgaria		18	Jet-A1	141,7	3,15	446,4	FALSE
HESH	Egypt	LBWN	Bulgaria		3	Jet-A1	22,1	3,15	69,6	FALSE
HESH	Egypt	LIEO	Italy		1	Jet-A1	10,4	3,15	32,7	FALSE

HESH	Egypt	OJAQ	Jordan		1	Jet-A1	2,3	3,15	7,1	FALSE
HESN	Egypt	LBSF	Bulgaria		8	Jet-A1	72,8	3,15	229,3	FALSE
HESN	Egypt	LBWN	Bulgaria		1	Jet-A1	8,9	3,15	28,1	FALSE
HESN	Egypt	HKMO	Kenya		4	Jet-A1	48,9	3,15	154,1	FALSE
HESN	Egypt	HTZA	ed Republic of Tanz		4	Jet-A1	52,1	3,15	164,0	FALSE
HKMO	Kenya	HESN	Egypt		4	Jet-A1	50,0	3,15	157,5	FALSE
HTZA	ed Republic of Tanz	HELX	Egypt		1	Jet-A1	14,2	3,15	44,7	FALSE
HTZA	ed Republic of Tanz	HESN	Egypt		5	Jet-A1	65,5	3,15	206,4	FALSE
LATI	Albania	LBSF	Bulgaria		1	Jet-A1	2,6	3,15	8,2	TRUE
LATI	Albania	LBWN	Bulgaria		1	Jet-A1	4,2	3,15	13,3	TRUE
LBBG	Bulgaria	EDDC	Germany		24	Jet-A1	155,5	3,15	489,8	TRUE
LBBG	Bulgaria	EDDE	Germany		10	Jet-A1	72,4	3,15	228,0	TRUE
LBBG	Bulgaria	EDDF	Germany		36	Jet-A1	270,4	3,15	851,8	TRUE
LBBG	Bulgaria	EDDK	Germany		15	Jet-A1	124,7	3,15	392,8	TRUE
LBBG	Bulgaria	EDDL	Germany		37	Jet-A1	269,5	3,15	848,9	TRUE
LBBG	Bulgaria	EDDM	Germany		17	Jet-A1	103,5	3,15	326,1	TRUE
LBBG	Bulgaria	EDDP	Germany		83	Jet-A1	554,8	3,15	1 747,7	TRUE
LBBG	Bulgaria	EDDS	Germany		18	Jet-A1	129,2	3,15	406,9	TRUE
LBBG	Bulgaria	EDDV	Germany		43	Jet-A1	298,3	3,15	939,7	TRUE
LBBG	Bulgaria	EPGD	Poland		15	Jet-A1	104,2	3,15	328,1	TRUE
LBBG	Bulgaria	EPKT	Poland		3	Jet-A1	13,6	3,15	42,9	TRUE
LBBG	Bulgaria	EPLL	Poland		14	Jet-A1	79,6	3,15	250,7	TRUE
LBBG	Bulgaria	EPPO	Poland		30	Jet-A1	175,7	3,15	553,5	TRUE
LBBG	Bulgaria	EPRZ	Poland		15	Jet-A1	77,4	3,15	243,7	TRUE
LBBG	Bulgaria	EPSC	Poland		15	Jet-A1	88,8	3,15	279,8	TRUE
LBBG	Bulgaria	EPWA	Poland		15	Jet-A1	82,6	3,15	260,3	TRUE
LBBG	Bulgaria	EPWR	Poland		15	Jet-A1	90,2	3,15	284,2	TRUE
LBBG	Bulgaria	LDRI	Croatia		1	Jet-A1	4,3	3,15	13,4	TRUE
LBBG	Bulgaria	LHBP	Hungary		3	Jet-A1	13,0	3,15	41,0	TRUE
LBBG	Bulgaria	LKPR	Czechia		23	Jet-A1	140,5	3,15	442,7	TRUE
LBBG	Bulgaria	LKTB	Czechia		11	Jet-A1	61,0	3,15	192,3	TRUE
LBBG	Bulgaria	LLBG	Israel		56	Jet-A1	360,2	3,15	1 134,7	TRUE
LBBG	Bulgaria	LOWL	Austria		11	Jet-A1	54,9	3,15	173,0	TRUE
LBBG	Bulgaria	LOWW	Austria		27	Jet-A1	134,9	3,15	424,9	TRUE
LBBG	Bulgaria	LZIB	Slovakia		12	Jet-A1	60,5	3,15	190,6	TRUE
LBBG	Bulgaria	UDYZ	Armenia		5	Jet-A1	30,9	3,15	97,2	TRUE
LBPD	Bulgaria	DTNH	Tunisia		6	Jet-A1	37,0	3,15	116,7	FALSE
LBPD	Bulgaria	LTAI	Türkiye		12	Jet-A1	49,5	3,15	155,9	TRUE
LBSF	Bulgaria	DTNH	Tunisia		38	Jet-A1	224,9	3,15	708,3	FALSE
LBSF	Bulgaria	DTTJ	Tunisia		17	Jet-A1	109,5	3,15	344,9	FALSE
LBSF	Bulgaria	EDDB	Germany		1	Jet-A1	5,0	3,15	15,6	TRUE
LBSF	Bulgaria	EDDF	Germany		2	Jet-A1	10,4	3,15	32,7	TRUE
LBSF	Bulgaria	EDDL	Germany		1	Jet-A1	5,3	3,15	16,6	TRUE
LBSF	Bulgaria	EDDM	Germany		2	Jet-A1	10,1	3,15	31,7	TRUE
LBSF	Bulgaria	EDDP	Germany		1	Jet-A1	4,5	3,15	14,3	TRUE
LBSF	Bulgaria	EDDS	Germany		1	Jet-A1	5,9	3,15	18,5	TRUE
LBSF	Bulgaria	EDDV	Germany		1	Jet-A1	6,4	3,15	20,2	TRUE
LBSF	Bulgaria	EGHQ	United Kingdom		1	Jet-A1	9,9	3,15	31,2	TRUE
LBSF	Bulgaria	GMFF	Morocco		4	Jet-A1	42,2	3,15	132,8	FALSE
LBSF	Bulgaria	GMMX	Morocco		5	Jet-A1	60,0	3,15	189,1	FALSE
LBSF	Bulgaria	HECA	Egypt		28	Jet-A1	178,3	3,15	561,6	FALSE
LBSF	Bulgaria	HEGN	Egypt		43	Jet-A1	300,9	3,15	947,7	FALSE
LBSF	Bulgaria	HELX	Egypt		1	Jet-A1	7,1	3,15	22,5	FALSE
LBSF	Bulgaria	HESH	Egypt		20	Jet-A1	140,2	3,15	441,6	FALSE
LBSF	Bulgaria	HESN	Egypt		7	Jet-A1	58,0	3,15	182,8	FALSE
LBSF	Bulgaria	LGSR	Greece		2	Jet-A1	7,0	3,15	21,9	TRUE
LBSF	Bulgaria	LICC	Italy		1	Jet-A1	4,3	3,15	13,7	TRUE
LBSF	Bulgaria	LICJ	Italy		1	Jet-A1	4,0	3,15	12,7	TRUE
LBSF	Bulgaria	LIEO	Italy		11	Jet-A1	64,3	3,15	202,4	TRUE
LBSF	Bulgaria	LIME	Italy		1	Jet-A1	5,0	3,15	15,9	TRUE
LBSF	Bulgaria	LIMF	Italy		2	Jet-A1	13,9	3,15	43,9	TRUE
LBSF	Bulgaria	LIPH	Italy		1	Jet-A1	5,0	3,15	15,7	TRUE
LBSF	Bulgaria	LIRF	Italy		1	Jet-A1	4,3	3,15	13,7	TRUE
LBSF	Bulgaria	LKPR	Czechia		3	Jet-A1	14,7	3,15	46,2	TRUE
LBSF	Bulgaria	LLBG	Israel		2	Jet-A1	12,8	3,15	40,3	TRUE
LBSF	Bulgaria	LOWL	Austria		1	Jet-A1	3,7	3,15	11,5	TRUE
LBSF	Bulgaria	LRBS	Romania		1	Jet-A1	2,4	3,15	7,6	TRUE
LBSF	Bulgaria	LTAI	Türkiye		44	Jet-A1	196,2	3,15	624,3	TRUE
LBSF	Bulgaria	LTAZ	Türkiye		11	Jet-A1	43,3	3,15	136,4	TRUE
LBSF	Bulgaria	LTBA	Türkiye		1	Jet-A1	2,9	3,15	9,1	TRUE
LBSF	Bulgaria	LTFE	Türkiye		15	Jet-A1	55,0	3,15	173,4	TRUE
LBSF	Bulgaria	OBBI	Bahrain		2	Jet-A1	21,0	3,15	66,0	FALSE
LBSF	Bulgaria	OJAQ	Jordan		19	Jet-A1	137,3	3,15	432,6	FALSE
LBSF	Bulgaria	OMSJ	nited Arab Emirate		1	Jet-A1	12,6	3,15	39,7	TRUE
LBWN	Bulgaria	DTNH	Tunisia		6	Jet-A1	41,2	3,15	129,8	FALSE
LBWN	Bulgaria	DTTJ	Tunisia		4	Jet-A1	28,9	3,15	91,0	FALSE
LBWN	Bulgaria	EBBR	Belgium		1	Jet-A1	8,5	3,15	26,8	TRUE
LBWN	Bulgaria	EDDF	Germany		1	Jet-A1	5,8	3,15	18,2	TRUE
LBWN	Bulgaria	EDDK	Germany		15	Jet-A1	115,3	3,15	363,3	TRUE
LBWN	Bulgaria	EDDL	Germany		40	Jet-A1	281,2	3,15	885,9	TRUE
LBWN	Bulgaria	EDDM	Germany		15	Jet-A1	88,3	3,15	278,0	TRUE
LBWN	Bulgaria	EDDP	Germany		90	Jet-A1	566,8	3,15	1 785,4	TRUE
LBWN	Bulgaria	EDDS	Germany		25	Jet-A1	153,6	3,15	483,7	TRUE
LBWN	Bulgaria	EDDV	Germany		72	Jet-A1	495,0	3,15	1 559,2	TRUE
LBWN	Bulgaria	EHAM	Netherlands		1	Jet-A1	6,8	3,15	21,4	TRUE
LBWN	Bulgaria	GMFF	Morocco		1	Jet-A1	11,0	3,15	34,8	FALSE

LBWN	Bulgaria	HECA	Egypt		5	Jet-A1	34,0	3,15	107,0	FALSE
LBWN	Bulgaria	HEGN	Egypt		6	Jet-A1	48,1	3,15	151,5	FALSE
LBWN	Bulgaria	HEMA	Egypt		1	Jet-A1	6,5	3,15	20,5	FALSE
LBWN	Bulgaria	HESH	Egypt		2	Jet-A1	15,3	3,15	48,1	FALSE
LBWN	Bulgaria	HESN	Egypt		1	Jet-A1	8,2	3,15	25,8	FALSE
LBWN	Bulgaria	LATI	Albania		1	Jet-A1	4,2	3,15	13,3	TRUE
LBWN	Bulgaria	LEGE	Spain		2	Jet-A1	18,8	3,15	59,3	TRUE
LBWN	Bulgaria	LEJR	Spain		1	Jet-A1	12,4	3,15	39,0	TRUE
LBWN	Bulgaria	LIBD	Italy		2	Jet-A1	9,5	3,15	29,9	TRUE
LBWN	Bulgaria	LICB	Italy		1	Jet-A1	6,8	3,15	21,4	TRUE
LBWN	Bulgaria	LICC	Italy		2	Jet-A1	10,5	3,15	33,2	TRUE
LBWN	Bulgaria	LIEO	Italy		1	Jet-A1	7,1	3,15	22,5	TRUE
LBWN	Bulgaria	LIME	Italy		1	Jet-A1	7,5	3,15	23,5	TRUE
LBWN	Bulgaria	LIRF	Italy		2	Jet-A1	12,0	3,15	37,7	TRUE
LBWN	Bulgaria	LIRN	Italy		1	Jet-A1	6,5	3,15	20,6	TRUE
LBWN	Bulgaria	LIRP	Italy		1	Jet-A1	6,3	3,15	19,9	TRUE
LBWN	Bulgaria	LIRZ	Italy		3	Jet-A1	18,6	3,15	58,6	TRUE
LBWN	Bulgaria	LJLJ	Slovenia		2	Jet-A1	9,8	3,15	31,0	TRUE
LBWN	Bulgaria	LKPR	Czechia		1	Jet-A1	5,5	3,15	17,2	TRUE
LBWN	Bulgaria	LLBG	Israel		13	Jet-A1	88,5	3,15	278,9	TRUE
LBWN	Bulgaria	LTAI	Türkiye		4	Jet-A1	17,0	3,15	53,4	TRUE
LBWN	Bulgaria	LTAZ	Türkiye		4	Jet-A1	13,8	3,15	43,6	TRUE
LBWN	Bulgaria	LTBA	Türkiye		1	Jet-A1	2,6	3,15	8,1	TRUE
LBWN	Bulgaria	LTFE	Türkiye		3	Jet-A1	11,5	3,15	36,2	TRUE
LBWN	Bulgaria	LZIB	Slovakia		1	Jet-A1	4,5	3,15	14,3	TRUE
LBWN	Bulgaria	OJAQ	Jordan		7	Jet-A1	50,9	3,15	160,3	FALSE
LCLK	Cyprus	LOWL	Austria		2	Jet-A1	16,7	3,15	52,5	TRUE
LDRI	Croatia	EDDF	Germany		1	Jet-A1	3,8	3,15	12,1	TRUE
LEGE	Spain	LBWN	Bulgaria		2	Jet-A1	15,7	3,15	49,5	TRUE
LEJR	Spain	LBWN	Bulgaria		1	Jet-A1	10,3	3,15	32,6	TRUE
LGSR	Greece	LBSF	Bulgaria		2	Jet-A1	7,1	3,15	22,4	TRUE
LGRP	Greece	EDDL	Germany		6	Jet-A1	58,7	3,15	184,8	TRUE
LGIR	Greece	EDDP	Germany		22	Jet-A1	180,7	3,15	569,2	TRUE
LGRP	Greece	EDDP	Germany		25	Jet-A1	208,4	3,15	656,4	TRUE
LGRP	Greece	HEGN	Egypt		1	Jet-A1	4,0	3,15	12,7	FALSE
LGIR	Greece	LOWG	Austria		42	Jet-A1	249,7	3,15	786,6	TRUE
LGIR	Greece	LOWL	Austria		63	Jet-A1	421,7	3,15	1 328,5	TRUE
LGKO	Greece	LOWL	Austria		19	Jet-A1	123,6	3,15	389,3	TRUE
LGRP	Greece	LOWL	Austria		59	Jet-A1	400,2	3,15	1 260,5	TRUE
LHBP	Hungary	LBBG	Bulgaria		3	Jet-A1	11,7	3,15	36,7	TRUE
LIBD	Italy	LBWN	Bulgaria		1	Jet-A1	4,7	3,15	14,9	TRUE
LICB	Italy	LBWN	Bulgaria		1	Jet-A1	5,4	3,15	17,0	TRUE
LICC	Italy	LBSF	Bulgaria		1	Jet-A1	3,6	3,15	11,2	TRUE
LICC	Italy	LBWN	Bulgaria		1	Jet-A1	4,6	3,15	14,6	TRUE
LICJ	Italy	LBSF	Bulgaria		1	Jet-A1	4,3	3,15	13,5	TRUE
LIEO	Italy	LBSF	Bulgaria		12	Jet-A1	67,0	3,15	210,9	TRUE
LIEO	Italy	LBWN	Bulgaria		2	Jet-A1	11,6	3,15	36,5	TRUE
LIME	Italy	LBWN	Bulgaria		1	Jet-A1	7,0	3,15	21,9	TRUE
LIME	Italy	LBSF	Bulgaria		1	Jet-A1	4,0	3,15	12,7	TRUE
LIMF	Italy	LBSF	Bulgaria		2	Jet-A1	12,3	3,15	38,8	TRUE
LIPH	Italy	LBSF	Bulgaria		1	Jet-A1	4,6	3,15	14,5	TRUE
LIPX	Italy	LBWN	Bulgaria		1	Jet-A1	4,5	3,15	14,1	TRUE
LIRF	Italy	LBSF	Bulgaria		1	Jet-A1	4,8	3,15	15,2	TRUE
LIRF	Italy	LBWN	Bulgaria		2	Jet-A1	12,5	3,15	39,4	TRUE
LIRN	Italy	LBWN	Bulgaria		1	Jet-A1	5,4	3,15	16,9	TRUE
LIRP	Italy	LBWN	Bulgaria		1	Jet-A1	6,1	3,15	19,2	TRUE
LIRZ	Italy	LBWN	Bulgaria		3	Jet-A1	16,1	3,15	50,7	TRUE
LJLJ	Slovenia	LBSF	Bulgaria		2	Jet-A1	7,2	3,15	22,6	TRUE
LKPR	Czechia	LBBG	Bulgaria		23	Jet-A1	127,7	3,15	402,4	TRUE
LKPR	Czechia	LBSF	Bulgaria		2	Jet-A1	8,8	3,15	27,8	TRUE
LKPR	Czechia	LBWN	Bulgaria		1	Jet-A1	5,3	3,15	16,8	TRUE
LKTB	Czechia	LBBG	Bulgaria		11	Jet-A1	54,3	3,15	171,2	TRUE
LLBG	Israel	LBBG	Bulgaria		56	Jet-A1	370,3	3,15	1 166,3	TRUE
LLBG	Israel	LBSF	Bulgaria		2	Jet-A1	13,5	3,15	42,5	TRUE
LLBG	Israel	LBWN	Bulgaria		13	Jet-A1	83,7	3,15	263,6	TRUE
LOWG	Austria	LGIR	Greece		42	Jet-A1	245,2	3,15	772,4	TRUE
LOWL	Austria	EDDF	Germany		1	Jet-A1	2,4	3,15	7,7	TRUE
LOWL	Austria	EDDL	Germany		1	Jet-A1	2,8	3,15	8,9	TRUE
LOWL	Austria	EDDV	Germany		1	Jet-A1	2,7	3,15	8,4	TRUE
LOWL	Austria	HEGN	Egypt		52	Jet-A1	532,4	3,15	1 677,0	FALSE
LOWL	Austria	HELX	Egypt		4	Jet-A1	39,8	3,15	125,4	FALSE
LOWL	Austria	HEMA	Egypt		3	Jet-A1	30,7	3,15	96,7	FALSE
LOWL	Austria	LBBG	Bulgaria		10	Jet-A1	46,6	3,15	146,8	TRUE
LOWL	Austria	LBSF	Bulgaria		1	Jet-A1	3,2	3,15	10,1	TRUE
LOWL	Austria	LCLK	Cyprus		2	Jet-A1	14,4	3,15	45,3	TRUE
LOWL	Austria	LGIR	Greece		63	Jet-A1	401,1	3,15	1 263,5	TRUE
LOWL	Austria	LGKO	Greece		19	Jet-A1	118,8	3,15	374,2	TRUE
LOWL	Austria	LGRP	Greece		59	Jet-A1	376,6	3,15	1 186,4	TRUE
LOWW	Austria	LBBG	Bulgaria		26	Jet-A1	121,8	3,15	383,7	TRUE
LOWW	Austria	HEMA	Egypt		26	Jet-A1	284,6	3,15	896,4	FALSE
LOWW	Austria	LBWN	Bulgaria		1	Jet-A1	3,5	3,15	10,9	TRUE
LRBS	Romania	LBSF	Bulgaria		1	Jet-A1	2,8	3,15	8,8	TRUE
LTAI	Türkiye	LBPD	Bulgaria		12	Jet-A1	52,0	3,15	163,7	TRUE
LTAI	Türkiye	LBSF	Bulgaria		46	Jet-A1	234,2	3,15	737,7	TRUE
LTAI	Türkiye	LBWN	Bulgaria		4	Jet-A1	17,2	3,15	54,3	TRUE
LTAI	Türkiye	OJAQ	Jordan		1	Jet-A1	4,3	3,15	13,5	FALSE

LTAZ	Türkiye	LBBG	Bulgaria		1	Jet-A1	3,8	3,15	11,9	TRUE
LTAZ	Türkiye	LBSF	Bulgaria		11	Jet-A1	49,0	3,15	154,4	TRUE
LTAZ	Türkiye	LBWN	Bulgaria		3	Jet-A1	10,4	3,15	32,7	TRUE
LTBA	Türkiye	LBSF	Bulgaria		1	Jet-A1	3,2	3,15	10,2	TRUE
LTBA	Türkiye	LBWN	Bulgaria		1	Jet-A1	1,9	3,15	6,0	TRUE
LTFE	Türkiye	LBBG	Bulgaria		1	Jet-A1	3,4	3,15	10,8	TRUE
LTFE	Türkiye	LBWN	Bulgaria		2	Jet-A1	8,0	3,15	25,1	TRUE
LTFE	Türkiye	LBSF	Bulgaria		15	Jet-A1	58,1	3,15	183,1	TRUE
LZIB	Slovakia	LBBG	Bulgaria		12	Jet-A1	57,0	3,15	179,6	TRUE
LZIB	Slovakia	LBWN	Bulgaria		1	Jet-A1	4,4	3,15	13,8	TRUE
OBBI	Bahrain	LBSF	Bulgaria		2	Jet-A1	24,1	3,15	76,0	FALSE
OJAQ	Jordan	HESH	Egypt		1	Jet-A1	1,9	3,15	6,0	FALSE
OJAQ	Jordan	LBSF	Bulgaria		19	Jet-A1	150,0	3,15	472,6	FALSE
OJAQ	Jordan	LBWN	Bulgaria		8	Jet-A1	60,4	3,15	190,3	FALSE
OJAQ	Jordan	LTFE	Türkiye		1	Jet-A1	4,9	3,15	15,5	FALSE
OMSJ	Jnited Arab Emirate	LBSF	Bulgaria		1	Jet-A1	14,4	3,15	45,4	TRUE
OMSJ	Jnited Arab Emirate	VCRI	Sri Lanka		1	Jet-A1	12,1	3,15	38,3	FALSE
VCRI	Sri Lanka	OMSJ	Jnited Arab Emirate		1	Jet-A1	13,3	3,15	42,0	FALSE
UDYZ	Armenia	LBBG	Bulgaria		5	Jet-A1	33,1	3,15	104,3	TRUE
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 sufficent.