ANNUAL EMISSIONS REPORT FOR AIRCRAFT OPERATORS

CONTENTS

Reporting year:

2013

Information about this report:

This Annual Emissions Report was submitted by:

Unique Identifier of the aircraft operator (CRCO No.):

Version number of the latest approved monitoring plan:

"AIR BALTIC CORPORATION"
23085
7

Total emissions of the aircraft operator:

This is the amount of allowances to be surrendered by the aircraft operator, as calculated in section 5(c).

272 063 t CO2

Memo-Item: Total (sustainable) biomass emissions

0 t CO2

Memo-Item: Total non-sustainable biomass emissions

0 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:

24.02.2015
Date

Name and Signature of
legally responsible person

Template version information:

Template provided by:	European Commission
Publication date:	2013.04.26
Language version:	English
Reference filename:	P3 Aircraft AER_COM_en_260413.xls

GUIDELINES AND CONDITIONS

1 Directive 2003/87/EC, as amended most recently by Directive 2009/29/EC (hereinafter "the (revised) EU ETS Directive") requires aircraft operators who are included in the European Greenhouse Gas Emission Trading Scheme (the EU ETS) to monitor and report their emissions and tonne-kilometre data, and to have the reports verified by an independent and accredited verifier.

The Directive can be downloaded from:
http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=CONSLEG:2003L0087:20090625:EN:PDF

2 The Monitoring and Reporting Regulation (Commission Regulation (EU) No. 601/2012, hereinafter the "MRR"), defines further requirements for monitoring and reporting. The MRR can be downloaded from:
http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2012:181:0030:0104:EN:PDF

Article 67(3) of the MRR requires:
The annual emission reports and tonne-kilometre data reports shall at least contain the information listed in Annex X.

Annex X sets out the minimum content of Annual Emissions Reports.

Furthermore, Article 74(1) states:

Member States may require the operator and aircraft operator to use electronic templates or specific file formats for submission of monitoring plans and changes to the monitoring plan, as well as for submission of annual emissions reports, tonne-kilometre data reports, verification reports and improvement reports.

Those templates or file format specifications established by the Member States shall, at least, contain the information contained in electronic templates or file format specifications published by the Commission.

This file constitutes the said reporting template for aircraft operators developed by the Commission services and includes the requirements defined in Annex X as well as further requirements to assist the aircraft operator in demonstrating compliance with the MRR. Under certain conditions as described below, it may have been amended to a limited extent by a Member State's competent authority.

This reporting template represents the views of the Commission services at the time of publication.

This is the final version of the annual emissions report template for aircraft operators, as endorsed by the Climate Change Committee in its meeting 18 April 2013.

3 All Commission guidance documents on the Monitoring and Reporting Regulation can be found at:
http://ec.europa.eu/clima/policies/ets/monitoring/documentation_en.htm

4 The EU ETS for aviation has been expanded to cover the three EEA EFTA States Iceland, Norway and Liechtenstein, and will cover also Croatia from 1 July 2013. This means that aircraft operators need to monitor and report their emissions from domestic flights within the EEA EFTA States, flights between the EEA EFTA States and flights between the EEA EFTA States and third countries.

Emissions from flights within Croatia, and between Croatia and third countries ("additional aviation activities" hereinafter) need to be monitored from 1 July 2013 (i.e. reported for the first time in 2014). However, additional aviation activities are fully included from 2014. Thus, allowances for emissions from additional aviation activities must be surrendered for the first time in 2015 (i.e. for emissions in 2014).

In order to report correctly the emissions of 2013, aircraft operators who carry out additional aviation activities should submit their annual emission reports to the competent authority using two separate files (based on this template): In one template all emissions shall be reported for which allowances have to be surrendered. In the second file the additional aviation allowances shall be reported.

From 2014 onwards (i.e. for all reports submitted from 2015 onwards) only one report containing all emissions from all flights falling under the EU ETS is to be submitted.

Accordingly, all references to Member States in this template should be interpreted as including all 30 (31 from 2013) EEA States. The EEA comprises the 27 (28 from 2013) EU Member States, Iceland, Liechtenstein and Norway.

5 **Before you use this file, please carry out the following steps:**

(a) Make sure you know which Member State is responsible for administering you (the aircraft operator to which this monitoring plan refers). The criteria for defining the administering Member State are set out by Art. 18a of the EU ETS Directive. A list specifying the administering Member State for each aircraft operator can be found on the Commission's website (see below).

(b) Identify the Competent Authority (CA) responsible for your case in that administering Member State (there may be more than one CA per Member State).

(c) Check the CA's webpage or directly contact the CA in order to find out if you have the correct version of the template. The template version is clearly indicated on the cover page of this file.

(d) Some Member States may require you to use an alternative system, such as Internet-based forms instead of a spreadsheet. Check your administering Member State requirements. In this case the CA will provide further information to you.

(e) Read carefully the instructions below for filling this template.

6 This emission report must be submitted to your Competent Authority ("CA") to the following address:

Latvian Civil Aviation Agency
Airport "Riga", LV-1053, Latvia

7 Contact your Competent Authority if you need assistance to complete your Annual Emissions Report. Some Member States have produced guidance documents which you may find useful in addition to the Commission's guidance mentioned above.

8   Confidentiality statement: The information submitted in this report may be subject to public access to information requirements, including Directive 2003/4/EC on public access to environmental information. If you consider that any information you provide in connection with your report should be treated as commercially confidential, please let your Competent Authority know. You should be aware that under the provisions of Directive 2003/4/EC, the Competent Authority may be obliged to disclose information even where the applicant requests that it is kept confidential.

9   **Information sources:**
    EU Websites:
    EU-Legislation: http://eur-lex.europa.eu/en/index.htm
    EU ETS general: http://ec.europa.eu/clima/policies/ets/index_en.htm
    Aviation EU ETS: http://ec.europa.eu/clima/policies/transport/aviation/index_en.htm
    Monitoring and Reporting in the EU ETS:
                           http://ec.europa.eu/clima/policies/ets/monitoring/index_en.htm

    Other Websites:
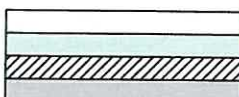   <to be provided by Member State>

    Helpdesk:
    <to be provided by Member State, if relevant>

10 **How to use this file:**
    This template has been developed to accommodate the minimum content of an annual emissions report required by the MRR. Operators should therefore refer to the MRR and additional Member State requirements (if any) when completing.
    It is recommended that you go through the file from start to end. There are a few functions which will guide you through the form which depend on previous input, such as cells changing colour if an input is not needed (see colour codes below).
    In several fields you can choose from predefined inputs. For selecting from such a "drop-down list" either click with the mouse on the small arrow appearing at the right border of the cell, or press "Alt-CursorDown" when you have selected the cell. Some fields allow you to input your own text even if such drop-down list exists. This is the case when drop-down lists contain empty list entries.

    Colour codes and fonts:
    Black bold text: This is text provided by the Commission template. It should be kept as it is.
    Smaller italic text: This text gives further explanations. Member States may add further explanations in MS specific versions of the template.
                              Light yellow fields indicate input fields.
                              Green fields show automatically calculated results. Red text indicates error messages (missing data etc.).
                              Shaded fields indicate that an input in another field makes the input here irrelevant.
                              Grey shaded areas should be filled by Member States before publishing customized version of the template.

11 This template has been locked against data entry except for yellow fields. However, for transparency reasons, no password has been set. This allows for complete viewing of all formulae. When using this file for data entry, it is recommended to keep the protection in force. The sheets should only be unprotected for checking the validity of formulae. It is recommended to do this in a separate file.

12 In order to protect formulae against unintended modifications, which usually lead to wrong and misleading results, it is of utmost importance NOT TO USE the CUT & PASTE function.
    If you want to move data, first COPY and PASTE them, and thereafter delete the unwanted data in the old (wrong) place.

13 Data fields have not been optimized for specific numerical and other formats. However, sheet protection has been limited so as to allow you to use your own formats. In particular, you may decide about the number of decimal places displayed. The number of places is in principle independent from the precision of the calculation. The option "Precision as displayed" of MS Excel should always be deactivated. For more details, consult MS Excel's "Help" function on this topic.

14
    DISCLAIMER: All formulae have been developed carefully and thoroughly. However, mistakes cannot be fully excluded.
    As described above, full transparency for checking the validity of calculations is ensured. Neither the authors of this file nor the European Commission can be held liable for eventual damages resulting from wrong or misleading results of the provided calculations.
    It is the full responsibility of the user of this file (i.e. the aircraft operator) to ensure that correct data is reported to the competent authority.

    Note: Formulae must be checked and corrected in particular whenever rows and/or columns are added by aircraft operators.

15 **Member State-specific guidance is listed here:**

GENERAL INFORMATION ABOUT THIS REPORT

1 Reporting Year

(a) Reporting year:

2013

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.

2 Identification of the Aircraft Operator

(a) Please enter the name of the aircraft operator:
This name should be the legal entity carrying out the aviation activities defined in Annex I of the EU ETS Directive.

"AIR BALTIC CORPORATION" A/S

(b) Unique Identifier as stated in the Commission's list of aircraft operators:
This identifier can be found on the list published by the Commission pursuant to Article 18a(3) of the EU ETS Directive.

23085

(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.

AIR BALTIC

(d) Please enter the unique ICAO designator used in the call sign for Air Traffic Control (ATC) purposes, where available:

The ICAO designator should be that specified in box 7 of the ICAO flight plan (excluding the flight identification) as specified in ICAO document 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).

BTI

(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.~~
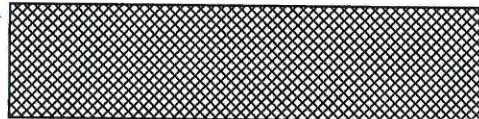
(f) Please enter the administering Member State of the aircraft operator
pursuant to Art. 18a of the Directive.

LATVIA

(g) Competent authority in this Member State:

Civil Aviation Authority

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:

Air Operator Certificate:	LV-01
AOC Issuing authority:	Latvia - Civil Aviation Agency
Operating Licence:	No.2009-05
Issuing authority:	Latvia - Civil Aviation Agency

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

Address Line 1	Lidosta Rīga
Address Line 2	
City	Rigas raj.
State/Province/Region	Marupes nov.
Postcode/ZIP	LV 1053
Country	Latvia
Telephone Number:	37 167 207 723
Email address	emission@airbaltic.lv

(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:	Andris
Surname:	Zdors
Job title:	Head Fuel Procurement & Ops

Organisation name (if acting on behalf of the aircraft operator):

Telephone number:	37 167 788 195
Email address:	emission@airbaltic.lv

(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:	Andris
Surname:	Zdors
Email address:	emission@airbaltic.lv
Telephone number:	37 167 788 195
Address Line 1:	Lidosta Rīga
Address Line 2:	
City:	Rīgas raj.
State/Province/Region:	Marupes nov.
Postcode/ZIP:	LV 1053
Country:	Latvia

3   Identification of the Verifier

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

Company Name:	SIA "Bureau Veritas Latvia"
Address Line 1:	Duntes iela 17A
Address Line 2:	
City:	Riga
State/Province/Region:	
Postcode/ZIP:	LV 1005
Country:	Latvia

(b) Contact person for the 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:	Andris
Surname:	Trifanovs
Email address:	andris.trifanovs@lv.bureauveritas.com
Telephone number:	37 167 323 246

(c) Information about the verifier's accreditation:

Note that pursuant to Article 54(2) of the "AVR" (Accreditation and Verification Regulation; Regulation (EU) No. 600/2012), 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:** | Latvia |
| **Registration number issued by the accreditation body:** | LATAK-I-324-06-2006 |

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

(a) Version number of the latest approved monitoring plan:

| 7 |

(b) Data of approval of the used monitoring plan:

| 03.02.2015 |

(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

(a) Total number of flights in the reporting year covered by the EU ETS:

| 35 283 |

(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_2/t.*

NCV *Net calorific value. Proxy data is to be reported for completeness purposes. In this template it is not used for emission calculation.*
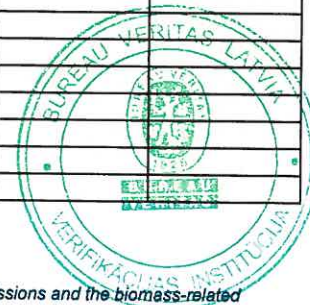
biomass content (sustainable) *For fuels which contain biomass, compliance with the sustainability criteria pursuant to the RES Directive has to be demonstrated (see guidance document no. 3) in order to assign an emission factor of zero to the biomass. Please enter here the percentage of biomass (% of 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.

(c) Fuel consumption and Emissions

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.*
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	86 369,13	272 063	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 in the reporting year:	272 063

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.

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

(d) Fuel use per aircraft type:

Please indicate for each fuel type used the associated generic aircraft types as listed. If aircraft types have used different fuel in the reporting period, please list them for each fuel used. The names of alternative fuels are taken automatically from section (b) above.

Fuel No.	Name of fuel	Generic Aircraft types using this fuel (ICAO designators separated by semicolons)
1	Jet kerosene (jet A1 or jet A)	B733; B735; DH8D; F50; B752
2	Jet gasoline (Jet B)	
3	Aviation gasoline (AvGas)	
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.

6   Use of simplified procedures

(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.~~

	FALSE

(b)   ~~Please report the total number of 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:
Total emissions as entered in section 5(b) and (c):   272 063   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 54(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.~~

7   Approach for data gaps

(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, but must be included in section 5.

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.

Reference	Reason	Type	Replacement method	Emissions
N/A				

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

EMISSION DATA PER COUNTRY AND FUEL

(a) The following table is used for control purposes only. Please make sure that the totals are consistent with the result of section 5(b) and (c). The following sections (b) to (d) 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]
		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 falling under Annex I of the EU ETS Directive (= B + C)	272 063	0	0	0	0	272 063
B	of which departure MS is the same as arrival MS (domestic flights, =sum of section (b))	28	0	0	0	0	28
C	of which all other flights (international flights both intra and extra EEA, = D + E)	272 035	0	0	0	0	272 035
D	emissions from all flights departing from a Member State to another Member State or a third country (=sum of section (c))	272 035	0	0	0	0	272 035
E	emissions from all flights arriving at a Member State from a third country (=sum of section (d))	0	0	0	0	0	0

Total emissions entered in section 5(b) and (c): 272 063 t CO2
Difference to data given in this sheet: -C 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.

	Emissions from each Fuel [t CO2]					TOTAL [t CO2]
Member State of departure and arrival	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	1					1
Bulgaria						0
Croatia						0
Cyprus						0
Czech Republic						0
Denmark						0
Estonia						0
Finland	7					7
France						0
Germany	2					2
Greece						0
Hungary						0
Iceland						0
Ireland						0
Italy	4					4
Latvia						0
Liechtenstein						0
Lithuania	9					9
Luxembourg						0
Malta						0
Netherlands	5					5
Norway						0
Poland						0
Portugal						0
Romania						0
Slovakia						0
Slovenia						0
Spain						0
Sweden						0
United Kingdom						0
Sum of domestic flights:	28	0	0	0	0	28

(c) Aggregated CO2 emissions from all flights departing from each Member State to another Member State or a third country:

(a)   Provide details for each aircraft used during the year covered by this report for which you are the aircraft operator, and which has been used for activities covered by Annex I of the EU ETS Directive.

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.

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:	
				Starting date	End date
B733		YLBBI	BTI		
B733		YLBBJ	BTI		
B733		YLBBL	BTI		
B733		YLBBK	BTI		
B733		YLBBO	BTI		
B733		YLBBR	BTI		
B733		YLBBS	BTI		
B733		YLBBX	BTI		
B733		YLBBY	BTI		
B735		YLBBD	BTI		
B735		YLBBE	BTI		
B735		YLBBM	BTI		
B735		YLBBN	BTI		
B735		YLBBQ	BTI		
B752		YLBDC	BTI		
DH8D		YLBAE	BTI		
DH8D		YLBAF	BTI		
DH8D		YLBAH	BTI		
DH8D		YLBAI	BTI		
DH8D		YLBAJ	BTI		
DH8D		YLBAQ	BTI		
DH8D		YLBAX	BTI		
DH8D		YLBAY	BTI		
DH8D		YLBBT	BTI		
DH8D		YLBBU	BTI		
DH8D		YLBBV	BTI		
DH8D		YLBBW	BTI		
F50		YLBAA	BTI		
F50		YLBAC	BTI		
F50		YLBAR	BTI		
F50		YLBAS	BTI		
F50		YLBAT	BTI		
F50		YLBAW	BTI		

Please continue by adding further rows as needed.

Member State specific further information

Space for further Comments:

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