ANNUAL EMISSIONS REPORT FOR AIRCRAFT OPERATORS

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

Updated version 2022

CONTENTS

8b 9		2	
	Reporting year:	2022	
	Information about this report: This Annual Emissions Report was submitted by: Unique Identifier of the aircraft operator (CRCO No.): Version number of this emission report Version number of the latest approved monitoring plan: This emission report is used for CORSIA:	AIR BALTIC 23085 1 4 TRUE	CORPORATION AS
	Total emissions of the aircraft operator from flights report EU ETS: This is the amount of allowances to be surrendered by the eircraft operator, e		353 696 t CO2
	reported under the EU ETS, i.e. relate to the reduced scope.	as calculated in section	n o(c). This ngure should only include emissions to be
	Memo-Item: Total (sustainable) biomass emissions		0 t CO2
	Memo-Item: Total non-sustainable biomass emissions		0 t CO2
	Total emissions of the alrcraft operator from flights report CH ETS (Swiss ETS): This is the amount of allowances to be surrendered by the alrcraft operator for		3 275 t CO2 he 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 flight Total emissions from international flights:	ts covered by C	DRSIA: 419 896 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:

Date

Name and Signature of legally responsible person

Template version information:

Template provided by:	European Commission	
Publication date:	09.02.2022	
Language version:	English	
Reference filename:	AER EU & CH ETS & CORSIA_COM_en_090222.xls	

GUIDELINES AND CONDITIONS

- Legal basis
 Directive 2002/87/EC (the "EU ETS Directive") requires sincraft operators who are included in the EU Emission Trading System (the EU ETS) to monitor and report their emissions and tonne-kilometre date, and to have the reports werfised by an independent and accredited verifier, (Note: Simplified requirements may be chosen by encret operators amilting less than 26 000 tonnes of CO2 per year, related to the full scope of the EU ETS, or emiting less than 3 000 ICO2 per year under the reduced scope. For details see section (1)(d) of this template.) The EU ETS Directive can be retrieved from:

http://data.auropa.au/au/i/dir/2003/6778021-01-01 Articla 28 controls.au/au/i/dir/2003/6778021-01-01 Articla 28 controls.auropa.au/au/i/dir/2003/6778021-01-01 Articla 28 controls.auropa.au/i/dir/2003/6778021-01-01 Articla 28 controls.auropa.au/i/dir/2003/678021-01-01 Articla 28 controls.auropa.auropa.au/i/dir/2003/678021-01-01-01 Articla 28 controls.auropa.auropa.au/i/dir/2003/678021-01-01 Articla 28 controls.auropa.aurop .

Avision"). This delegated act is "Commission Delegated Regulation (EU) 2019/1603 of 18.7.2019 supplementing Directive 2003/87/EC of the European Parliament and of the Council as regards measures adopted by the International Civil Aviation Organisation for the monitoring, reporting and verification of aviation emissions for the purpose of implementing a global market-based measure". Throughout this template it is referred to as "the delegated act [pursuant to Article 280]". That delegated act can be downloaded from:

rnar consigned act can be downworked monit. <u>https://seri-cauropa.eu/ef/ma_de/2019/1603/oi</u> Tha Monitoring and Reporting Regulation (Commission Implementing Regulation (EU) No 2018/2069, as amended, hareinafter the "MRR"), defines further requirements for amountloring and reporting. The MRR can be downloaded from:

further requirements for monitoring and reporting. The MKK Cent by www.www.www.www. http://data.europa.eu/bit/sci_mp/2018/2006/2022.01-01 Note that the MRR has been revised in December 2018. Some emendmente - Including some relevant for this template - apply as from 4 January 2010. The Article numbers monitored in this template refor to the MRR version as amended by Regulation (EU) 2068/2018. As from 4 January 2027, Regulation (EU) 901/2013 will be repeated and replaced in the entirely by Regulation (EU) 2008/2018.

Some Article numbers change as consequence of the transition to the new MRR. Therefore, from 2021, Article numbers must be read usir correlation table presented in Annex VI to Regulation (EU) 2086/2012. The tatlar Regulation (i.e. the "new MRR") can be develoaded from o://data.our eu/oli/reg impi/2018/2066/e

Linking between the EU ETS and the Swiss ETS (CH ETS)

- 5
- Linking between the EU ETS and the Swiss ETS (CH ETS)
 The EU and Switzetand have concluded an agreement on linking this respective greenhouse gestemission trading systems. The egreement, which
 can be found under the following interact tick, has entered into force on 1 January 2020.
 <a href="https://www.belll.admin.chargeterment.chargete
- 6

Brexit and the UK ETS 7

Break and the UK ETS A Trade and Cooperation Agreement, was concluded between the European Union and the United Kingdom in December 2020. It is applicable from 1 January 2021. As a consequence, the EU ETS Diractive has been amended by a delegated act. This amendment is already included in the EU ETS Directive's consolidated version mentioned under point 1 above. Fights from the EEA to the UK are included in the EU ETS. Fights from the UK to the EEA and domestic flights in the UK are included in the UK ETS. The Trade and Cooperation Agreement between the EU and the UK can be downloaded here: <u>https://sec.urosa.eu/info/statesur/selfations-enon-uc-countries/relations-united-kingdom/eu-uk-trade-and-cooperation-sareement_en_information about the UK ETS can be obtained from the following address:</u>

- 8 https://www.gov.uk/guidance/complying-with-the-uk-ete-as-an-eircraft-operator

Information on CORSIA an

Where this template refers to the "CORSIA rules" or "SARPs", it means the "International Standards and Recommended Practices, Environmental Protection — Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) (Annex 16, Volume IV to the Convention on International

Protection — Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) (Annex 16, Volume IV to the Convention on Internatio Civil Aviation). The SARPs are supplemented by the "Environmental Technical Manual, Volume IV — Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)" (Doc 9501), referred to as the "ETM", and further "CAC CORSIA Implementation Elements". The SARPs, the ETM and all Implementation Elements are available under the following address: <u>https://www.icae.int/environmental-protection/CORSIA/Parass/default.aspx</u> Pursuant but the Delegated Act, and in line with the provisions of the MRR and the Accreditation and Verification Regulation (Commission Impleme Regulation (EU) 2018/2067, hereinafter the "AVR"), its the EU specific templetas which need to be used when reporting emissions, and not line templates found within the ICAO CORSIA ETM, or other ICAO CORSIA supporting guidance.

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(III) Scope and relevance

- Scope and relevance There are three possible situations in which you are required to use this template: (1) if you have to comply with the EU ETS, (2) if you need to comply with CORSIA requirements as Aircraft Operator from an EEA Member State, or (3) if both conditions apply. Based on your selections, the template guides you regarding which sections you have to fill in by greying-out sections which are not applicable to you. Therefore it is particularly important to fill in section (1) points (c) both a template.
- in section (1) points (c) to (1) or that emphases. Anoraft operators are required to comply with the EU ETS if they carry out aviation activities as included in Annex I to the EU ETS Directive. How until December 2023, pending potential review by EU legislators, the so-called "reduced scope" is applicable. Furthermore the following alrcraft 2 tors are excluded
- 3
- Until becarible ZVCA, pending poention revealed poly bigsteriors, one so-caned reduced scope is approache, indivining another to perform a social scale and scope and an are excluded:
 Commercial air transport operators, operating silver fewer than 243 flights per period for three consecutive four-month periods, or operating flights with total annual emissions lower than 10 000 tonnes per year under the "full acope".
 Non-commercial air transport operators which emit less than 1 000 t CO2 per year under the "full acope".
 Non-commercial air transport operators which emit less than 1 000 to CO2 per year under the "full acope".
 Nota 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 Switzarland and the UK.
 Note that or the sum solic vector use the simplified approaches (see section (6) of this template).
 For further information, in particular regarding "full" and "roduced" acope and amplified approaches, please are MRR guidence for Aircreft Operators", which can be develoaded under.
 <u>https://sc.aurose.su/clime/svstem/files/222-01/au/2 au/diance altraft en.odf</u>
 Aircreft operators have obligations of "OSIN reporting" to a Member State if they fall within the scope of Article of the Delegated Act pursuant to Article 26c of the EU ETS Direction, i.e., if they have an Air Operator Certificate (ACC) issued by that Member State or their place of judicial registration is of that Mamber State (including dependencies or textificate) of the state. 4

(IV) Guidance on this template

- Guidance on this template
 Article 58(3) of the MRR requires:
 The annual emission reports and tonne-kliometre data reports shall at least contain the information listed in Annex X.
 Annex X sate out the minimum content of Annual Emissions Reports.
 Furthermore, Article 74(1) states:
 Member States may require the operator and eircraft operator to use electronic templates or specific file formats for submission of monitoring
 plane and changes to the monitoring plan, as well as for submission of annual emissions reports, forme-kliometre data reports, verification
 reports and monotement reports, as well as for submission of ennual emissions reports, forme-kliometre data reports, verification
 reports and minorement reports.
 These templates or file format specifications established by the Member States shell, et least, contain the information contained in electronic
 templates or file format specifications published by the Commission.
- This file constitutes the sald reporting template for alroralt operators developed by the Commission services and includes the requirements defined in Annex X as well as further requirements to essist the elitoralt 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 completent authority.
 According to the delegated ect pursuant to Article 280 of the EU ETS Directive, this isemptate is also to be used for CORSIA reporting.
 This reporting template represents the views of the CORSIA commission services at the time of publication.
- This is the final version, dated 18 November 2020, providing an update of the final version of the annual emission report template endorsed by the Climate Change Committee by written procedure ending in January 2020 (with corrections of July 2021 and February 2022)
- All Commission guidance documents on the Monitoring and Reporting Regulation can be found at: https://ac.auropa.au/clima/au-action/au-amissions-trading-system-au-ats/monitoring-reporting-and-verification-au-ats-amissions_am
- The EU ETS for aviation has been expanded to cover the three EEA EFTA States loeland, Liechtanstein and Norway. This means that alroraft operate also need to monitor and report their emissions and tonne-kilomatre data from domestic flights within the EEA EFTA States, flights between the EEA EFTA States and flights between EEA EFTA States and third countries (where full scope is required). Accordingly, all references to Member States in this translate should be interpreted as including all 30 EEA States. The EEA comprises the 2 EU Member States, loeland, Lischtenstein and Norway.
- 7 Before you use this file, please carry out the following steps:

Make sure you know which Member State is responsible for administering you (the aircraft operator who submits this emission report) with regard to EU ETS reporting. The criteria for defining the administering Member State are set out by Art. 16s 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 holew). If you are not on this list, you may still be subject to EU ETS or CORSIA reporting to a Member State based on the criteria referred to under specifying the damage. (a)

inder point lil(4) above.

under point ut(4) above. If you are required to report emissions under the EU ETS to a Member State, but under CORSIA to a third country, only the EU ETS-related sections of this template are to be filled. In the same way the template will guide you, if you are required to report only CORSIA-related data. Therefore, make sure to fill section (1) of this template correctly, as non-relevant sections of the report will be arithmaticative consect-us as noon any their section (1) of this template correctly, as non-relevant sections of the report will be dentify the Competent Authority (CA) responsible for your case in that administering Member State (there may be more than one CA per Mamber State)

- 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.
- 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. (d)
- (a) Read carefully the instructions below for filling this template.
- 8 This emission report must be submitted to your Competent Authority ("CA") to the following eddress:



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

uccurrents which you may find useril in addition to the Commission's guidance meniioned above. Confidentiality statement: The Information submitted in this report may be subject to public access to information requirements, including Directive 2003/MEC 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 sware 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 last confidential. 10

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(b)

	EU Websites:	1640.			
	EU-Legislation:	http://eur-lex.europe.au/en/index.htm			
	EU ETS general:	https://sc.europe.eu/clime/eu-action/eu-amissione-trading-matem-eu-ete en			
	Aviation EU ETS:	https://ec.europs.au/clima/eu-action/manaport-emissions/reducing-emissions-aviation_en			
	Monitoring and Repo	ding in the EU ETS-			
		https://ec.surops.eu/clime/su-action/su-emissions-trading-system-eu-sta/monitoring-resporting-and-warification-su-sta-			
	CORSIA Website:	emissions en https://www.icso.jnt/environmental-protection/CORS)A/Paces/defeuit.espx			
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	Helpdesk				
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12	How to use this i				
	Une rater ereter to the	sen developed to accommodate the minimum content of an annual emissions report required by the MRR. Operators should MRR and additional Member State requirements (if any) when completing.			
	It is secommanded the	at you go through the file from start to end. There are a few functions which will guide you through the form which depend on			
	In several fields you o	previous input, such as cells changing colour if an input is not needed (see colour codes below). In several fields you can choose from predefinad inputs. For selecting from such a "drop-down tist" 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 xists. This is the case when drop-down lists contain empty list entries.			
	Colour codes and fon	ta:			
	Black bold (
	Smallor Italic I	The loss greet fertilet expensioned, member ducide may apprivate expenditions in MS specific versions of the			
	····	tempiate. Light yellow fields Indicate input fields,			
	Contraction of the local division of the loc	Green fields show automatically calculated results. Red text indicates error messages (missing data atc.).			
		Sheded fields indicate that an hout in another field makes the input here irrelevant.			
		Grey shaded areas should be filled by Member States before publishing customized version of the template.			
	Sections added to the	EU ETS tamplete related to information required for CORSIA are identified by a light blue frame.			
-					
	Sections added to this	tamplate related to information required for the CH ETS are identified by a light red frame.	1		
	Construction of				
	sectors that are part	cularly relevant for both, EU ETS and CH ETS, are marked by red shading.			
17	for complete viewing o	In locked against data entry except for yellow fields. However, for transparency reasons, no password has been est. This allows of all formutaes. When using this file for data entry, it is recommended to keep the protection in force. The attests should only be ing the validity of formutaes. It is recommended to do this in a separate file.			
14	In order to protect form	nules against unintended modifications, which usually lead to wrong and misleading results			
	it is of utmost importan	tee NOT TO USE the CUT & PASTE function.			
	If you want to move de	ate first COPY and PASTE them, and thereafter detets the unwanted data in the old (wrong) place			
15	Date fields have not be	sen optimized for specific numerical and other formats. However, sheet protection has been limited so as to allow you to use your			
	own ionnats, in panics	ular, you may decide about the number of decimal places displayed. The number of placets is in principle independent from the stion. The option "Precision as displayed" of MS Excel should always be desclivated. For more details, consult MS Excel's "Help"			
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16	- and the set	and the first product of the second se			
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	And and a state of the local division of the				

Note Farry the must be checked and compared in periodic whenever now and/or sylumns are edited by about operation 17

18 Member State-specific guidance Is listed here:

GENERAL INFORMATION ABOUT THIS REPORT

1	Reporting Year and Scope			
(~`				
(a)	Reporting year:	2022		
<i>(</i>	This is the year in which the reported aviation activities took place, i.e. 2013 for the report which y	you submit by 31 March 2014.		
(0)	Version number of this emission report: This should be a naturel number (starting from 1) helping the verifier and competent authority to le	dentify the version of the report vertiled		
(c)	Language in which this report is filled:	English		
,	For performing automated checks on the date reported, it is important that the complete report is filled consistently in one language (which may deviate from the templete's language). Please confirm here the language in which you have filled the report.			
(d)	Has the Art. 28a(6) derogation been used?	FALSE		
	In accordance with Article 28a(6) of the EU ETS Directive, aircreft operators emitting less than 26 ETS, or emitting less than 3 000 tCO2 per year under the reduced scope, both commercial and no independent verifier.	000 tonnes of CO2 per year, related to the full scope of the E		
	Note that for the purposes of the EU ETS, the threshold applies to the sum of all flights within EE/ incoming from Switzerland and the UK	A, oulgoing from EEA and incoming to EEA, including those		
	The alternative involves determining their emissions by using the small emitters tool approved unu used for determining emissions must originate from Eurocontrol. As a result, aircraft operators tak by Eurocontrol with data from its ETS support facility, without any modification.	ier Commission Regulation No 606/2010. In such cases, data Ing advantage of this simpler method need to use data popula		
	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 of	wiy.		
	If you have an obligation under CORSIA to the same country as under the EU ETS, you should fill in the sections of this template which are marked as relating to ICAO's market based mechanism CORSIA (indicated by a light blue frame). In line with paragraph 1.2 of the CORSIA SARPs, the aircraft operator is attributed to the state according to its ICAO designator, if applicable, or to the state that issued the AOC, or the place of juridical registration. An obligation under CORSIA is given only if you are producing annual CO2 emissions greater than 10,000 tonnes from international flights conducted by aeroplanes with a maximum certificated take-off mass greater than 5,700 kg from 1 January 2019, with the exception of humanitarian, medical and firefighting flights. If for CORSIA purposes you are attributed to another country, you have to report the data relevant for CORSIA to that country. Therefore please get in touch with the relevant competent authority of that country for further instructions on the need to deliver an annual emissions report.			
}	Please confirm if you want to use this emission report for CORSIA:	TRUE		
)	Are you required to comply with CORSIA In another state?			
)	Please confirm to which other state you will report under CORSIA:			
	Some aircraft operators have an obligation under CORSIA only, i.e. no obligation	tion 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		
h)				
	Please confirm if you have an obligation under the EU ETS: Identification of the Aircraft Operator	TRUE		
1)	Please confirm if you have an obligation under the EU ETS: Identification of the Aircraft Operator 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	"AIR BALTIC CORPORATION" A/S		
1)	Please confirm if you have an obligation under the EU ETS: Identification of the Aircraft Operator 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 Unique Identifier as stated in the Commission's list of aircraft operators:	TRUE		
n) >}	Please confirm if you have an obligation under the EU ETS: Identification of the Aircraft Operator 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	"AIR BALTIC CORPORATION" A/S		
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1) >}	Please confirm if you have an obligation under the EU ETS: Identification of the Aircraft Operator 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 Unique Identifier as stated in the Commission's list of aircraft operators: This identifier can be found on the list published by the Commission pursuant to Article 18a(3) of the EU ETS Directive. If the aircraft operator is not yet listed, please state "NA" (not applicable).	TRUE "AIR BALTIC CORPORATION" A/S IETS Directive. 23085		
a) 5}	Please confirm if you have an obligation under the EU ETS: Identification of the Aircraft Operator 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 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 186(3) of the EU ETS Directive. If the aircraft operator is not yet listed, please state "NA" (not applicable). If different to the name given in 2(a), please also enter the name of the air Commission's list of operators:	TRUE "AIR BALTIC CORPORATION" A/S JETS Directive. 23085 rcraft operator as it appears on the		
1) >}	Please confirm if you have an obligation under the EU ETS: Identification of the Aircraft Operator 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 Unique Identifier as stated in the Commission's list of aircraft operators: This identifier can be found on the list published by the Commission pursuant to Article 18a(3) of the EU ETS Directive. If the aircraft operator is not yet listed, please state 'NA' (not applicable). If different to the name given in 2(a), please also enter the name of the aircraft to perator is not yet listed.	TRUE "AIR BALTIC CORPORATION" A/S IETS Directive. 23085		
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1) >}))	Please confirm if you have an obligation under the EU ETS: Identification of the Aircraft Operator Please enter the name of the aircraft operator: This name should be the legal entily carrying out the aviation activities defined in Annex I of the EU Unique Identifier as stated in the Commission's list of aircraft operators: This identifier can be found on the list published by the Commission pursuant to Article 18a(3) of the EU ETS Directive. If the aircraft operator is not yet listed, please state 'NA' (not applicable). If different to the name given in 2(a), please also enter the name of the air Commission's list of operators: The name of the aircraft operator on the list pursuant to Article 18a(3) of the EU ETS Directive may be different to the actual aircraft operator's name entered in 2(a) above. Keep empty, if not applicable. Please enter the unique ICAO designator used in the call sign for Air Tra available: The ICAO designator should be thet specified in box 7 of the ICAO flight plan (excluding the flight	TRUE "AIR BALTIC CORPORATION" A/S JETS Directive. 23085 rcraft operator as it appears on the AIR BALTIC		
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(i) Please enter the address of the aircraft operator, including postcode and country:

Address Line 1	Riga International Airport
Address Line 2	Tehnikas Street 3
City	
State/Province/Region	Marupe Parish
Postcode/ZIP	LV-1053
Country	Latvia
Telephone Number:	37167207723
Email address	emission@airbaltic.com

(i) 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 egent acting on behalf of the aircraft operator.

Title:	Mr.
First Name:	Andris
Sumame:	Zdors
Job title:	Head of Fuel Procurement & Ops
Organisation name (if acting on behalf of th	e aircraft operator);
Telephone number:	37167788195
Email address:	emission@airbaltic.com

(x) 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 Ges Emissions Trading Scheme. Please provide an electronic address and a postal address within the administering Member State.

Title:	Mr,
First Name:	Andris
Sumane:	Zdors
Email address:	emission@airbaltic.com
Telephone number:	37167788195
Address Line 1:	Riga International Airport
Address Line 2:	Tehnikas Str.3
City:	
State/Province/Region:	Marupe Parish
Postcode/ZIP:	LV-1053
Country:	Latvia

Latvia

(I) 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 we CORSIA rules, as applicable.		t operator, for the purpose of compliance with the EU ETS, or
	Title:	Mr
	First Name:	Andris
	Sumame:	Zdors
	Email address:	emission@airbaltlc.com
	Telephone number:	37167788195
	Address Line 1:	Riga international Airport
	Address Line 2:	Tehnikas Str.3
	City:	
	State/Province/Region:	Marupe Parish
	Postcode/ZIP:	LV-1053

3 Identification of the verifier

In accordance with Article 28s(6) of the EU ETS Directive, alroraft operators emitting less than 25 000 tonnes of CO2 per year, related to the full scope of the EU ETS, or emitting tess than 3 000 tCO2 per year under the reduced scope, both commercial and non-commercial, can choose an alternative to verification by an independent verilier.

Country:

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 ariginate from Eurocontrol. As a result, alroralt 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:
	Address Line 1:
	Address Line 2:
	City:
	State/Province/Region:
	Postcode/ZIP:
	Country:

SIA "Bureau Veritas Latvia"	
Duntes lela 17A	
Riga	
LV-1005	
Latvia	

(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:	Andris
Sumame:	Trifanovs
Email address:	andris.trifanovs@lv.bureauveritas.com
Telephone number:	37167323246

(c) Information about the verifier's accreditation:

Note that pursuant to Article 54(2) of the "AVR" (Accreditation and Vertification Regulation; Commission Implementing Regulation (EU) 2018/2067), a Member Stale may choose to entrust certification of naturel persons as veriliers to a national authority other than the national accreditation body. should be a to such a

an door bases, accreation anound be read as commander, and accreation body as nations	a automy .
Member State where accreditation has been granted:	Latvia
Registration number issued by the accreditation body:	LATAK-GHG-488
The availability of such registration information may depend on the approximation Member State's pro-	tion of approximation of varifiers

EMISSION DATA OVERVIEW

	Informatio	n about the monitoring plan						
	Note: it is assume	ed, that one joint monitoring plan for the EU ETS, the CH ET	S and CORSIA is us	ed.				
(a)	Version num	ber of the latest approved monitoring plan:			4			
				20.42.2004				
(0)	Date of appro	oval of the used monitoring plan:		30.12.2021.				
(c) I	Have there b	een any deviations from your approved moni	itoring plan duri	ng the reporti	ng year?			
				FALSE				
(d) 4	If you have an menitoring pla	nswered "True", please describe all relevant cha In, providing information about each deviation a	nges in the oper nd the conseque	ations and all d nce for the cald	eviations from yo sulation of annua	our approved Lemissions.		
5	Total emiss	sions in EU ETS and CH ETS						
1	For limiting adm	inistrative burden, this sections (a) and (b) should cove	r emissions of both	systems, EU ETS	and CH ETS.			
		of flights in the reporting year:						
(a),i]	Total number	of flights in the reporting year covered by the EL	LETS:			33 74		
		of flights in the reporting year covered by the Ch				24		
		of flights in the reporting year covered by an				33 99		
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F c p M b c c (4 b c c s s N	Please provide he other fuels than th preliminary EF NCV biomess content (non- sustainable) Note: If you use <i>t</i> have to define tw Fuel No. 1 2 3 4 5 6 7 8	re the calculation factors needed for describing each fuel's p e standard fuels already defined. Please note: The "preliminary emission factor" is the assumed total emi composed of biomass fraction and fossil fraction before m the EF is usually reported as t CO2/t. Net calorific value. Proxy data is to be reported for comple For fuels which contain biomass, compliance with the sust guidance document no. 2) in order to assign an emission f of the carbon content) contained in the fuel, which is demo calculating the fossil and biomass emissions under point (d Please enter here the percentage of biomass (% of the cal with the sustainability criteria. This biomass is treated like to presented as a separate memo-item. a biofuel or mixed fuel, for which the sustainability criterio o different fuels here, one with sustainabile biomass emi Name of fuel Jet kerosene (Jet A1 or Jet A) Jet gasoline (Jet B)	ission factor of a mixed utiliplying it with the for teness purposes. In factor of zero to the bi- bonstrated to comply v c). rbon content) contain fossii material, i.e. it of rfa are demonstrate d one with non-sust preliminary EF [t CO2 / t fuel] 3,15 3,10	ed fuel or material b ssill fraction to resu- this template it is m suant to the RES D iomass. Please eni- ith the sustainabilit ith the sustainabilit med in the fuel which contributes to fossill d only for a part of tainable biomass. NCV [GJIt] 44,10 44,30	based on the total can dit in the emission fact in the emission fact in the emission fact in the emission of the demonsion of the annual used of biomass content (sustainable) [%] 0,00	rbon content cor. For Aviation, calculation. monstrated (see ge of biomass (% nt is used for trated to comply int (c), but is also trated to comply int (c), but is also trated to comply trated t		

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.

	Name of fuel	Fuel type	Feedstock	Conversion process	Life cycle
No.					emissions
4					
5					
6					
7					
8					
9					
10					
	No. 4 5 6 7 8 9	No.	No. Image: Constraint of the second sec	No. Image: Constraint of the second of the sec	No. Image: Constraint of the second sec

11					
12					
	If required, you may add further fuels by	inserting rows abo	we this one. This is best done by inserti	ng 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).

nome are carculat	ad automatically using the calculation ractors denined 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).
fuei 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- susteinable 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 blomass	CO2 from non- sustainable biomass
1	Jet kerosene (Jet A1 or Jet A)	3,15	112 284,33	353 698	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: 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).

	Name of fuel	(final) EF [t CO2 / t fuei]	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	1 039,68	3 275	0	
2	Jet gasoline (Jet B)	3,10				
3	Aviation gasoline (AvGas)	3,10				
4						
5						
6						
7						
8						
9						
10						
11						
12						
	ay add further fuels by inserting rows a					
tai CO2 en PORTANT	nissions (CH ETS) in the repo	orting year: Doure is consider	d the correct f	3 275	aust emission	. 16
PORTANT gregation bles is con is figure s	NOTE: This total emissions f in the sheet "Emissions Data	igure is consider or in the Annex	deviates from t	igure for the an his figure, mak		

Use of simplified procedures

6

(B)	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 alreade operators with total.									
			annual omissions 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	l applies to the sum of a	II flights within EE	A, outgoing from EEA and incoming	to EEA, including these			
	incoming from \$	Switzerland and the UI	K.							
						FALSE				
(b)	Please report the total number of full scope flights covered by the EU ETS in each four-month period during the-									
()		a r for which you			wy 010 L0 L1	o in outploar month point	o aaning are-			
				xish four-month period ti	h at flight shall bo t	aken inte account.				
	Four-month pe			Number of flights	-					
	January to April									
	May to August		-			-				
	September to D	ecember	_		_	-				
	Total:			0		1				
6	Total emissi	ions in the repor	ting year							
(•)				I to the full scope.		t CO2				
				to the full boops.		1002				
				L		_				
(d)	Confirmatio	n of eligibility fo	r simplified a	onroach:						
,					exceeded the ag	plicable threshold (which is indi	ated hore by the			
	message "not (oligible"), the followi	ing consequence	s apply in accordanco	with Article 55(4	of the MRR:	-			
	The alreraft ope	rator shall notify the o	ompotent authority	thereof without undue of	telay and submit :	significant modification of the mon	toring plan within the			
	meaning of poin	t (vi) of Article 15(4)(a) to the compotent	-authority for approval.						
	However, the ai	craft operator may co	ontinue to use the c	implified approach prov	idod that that airci	aft operator demonstrates to the sa	tisfaction of the			
	compotent autho	wity that the threshold				ting periods and will not be exceed				
	following reporti	ng poriod onwards.								
(e)	<u> Dioaso spoc</u>	ify which fuel co	peumption of	timation tool you	have used:					
(9)	110000 0000	ny minori 1001 00	and a second second second	and the second sec	11010 0300.					
ന	If you have	boson "Other" .	under point./o) above, which on	<u></u>					
				,						
(g) (h)	tool: An emission An emission	estimation tool	was used for was used on!	s, please confirm all emissions und y for emissions w	ler CORSIA:	e using an applicable emis ng requirements:	FALSE			
	tool: An emission An emission	estimation tool	was used for was used on!	s, please confirm all emissions und y for emissions w	ler CORSIA:		FALSE			
	tool: An emission An emission This option is on	estimation tool	was used for was used on! Ins taking place fro	s, please confirm all emissions und y for emissions w	ler CORSIA:		FALSE			
	tool: An emission An emission This option is on Approach For limiting adm	estimation tool estimation tool ly relevant for emissio for data gaps ninistrative burden, t	was used for was used on! Ins taking place fro	s, please confirm all emissions und y for emissions w m 2021 onwards.	ler CORSIA: Ithout offsetti		FALSE			
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(h) 7	tool: An emission An emission This option is on Approach For limiting adn CORSIA can be List of data s In accordance w which may be us Please specify i Note that these The table should Reference Reason	estimation tool estimation tool ly relevant for emission for data gaps ininistrative burden, included, too. gaps occurred an ith Article 65(2) of the ed for the small emilte here the data gaps o data ere NOT added be filled as follows: Here the data gap and/or the start en Please describe he	was used for was used onl ins taking place fro this sections (a) a mod method of MRR data gaps in ers approach. courred, how sur to the emissions should be specifie d end date of the p are the reason why	s, please confirm all emissions und y for emissions w m 2021 onwards. and (b) should cover e determining surro ust be closed by a meti- trogate data was deter s given in section 5 and d, either by referencing period where the gap occurred.	ler CORSIA: Ithout offsetti missions of both ogate data hod defined in the mined, and the a d/or 12 (if relevant the aircrefi, eerod curred.	ing requirements:	FALSE FALSE			
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end

end

end

end

end



(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 blomass emissions for which sustainability criteria have not been proven.

			Emissie	ons from each Fue	[t CO2]				
		A1 or	Jet gasoline (Jet B)	Aviation gasoline (AvGas)	Alternative fuel 1	<add fuels<br="" more="">before this column></add>	TOTAL [t CO2]	Total number of flights	
Α	Total aggregated CO2 emissions from all flights relating to the reduced scope of the EU ETS Directive (= B + C)	353 696	0	0	0	0	353 696	33 742	
в	of which departure MS is the same as arrivel MS (domestic flights, =sum of section (b))	6	0	0	0	0	6	2	
С	of which all other Intra EEA flights, and flights from EEA to Switzerland or UK	353 689	0	0	0	0	353 689	33 740	
D	emissions from all flights departing from a Member State to another Member State, Switzerland or UK (=sum of section 8(c)) Please note that all figures should only include em	353 689	0	0	0	0	353 689	33 740	

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

353 696 t CO2 0 t CO2

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

Member State of departure and arrival	Jet kerosene (jet A1 or let A)	Jet gasoline (Jet B)	Aviation gasoline (AvGas)	Alternative fuel 1	<add fuels<br="" more="">before this column></add>	TOTAL [t CO2]	Total number of flights
Austria						0	
Belgium						0	
Bulgaria						0	
Croatia		· · · · · · · · · · · · · · · · · · ·				0	
Cyprus						0	
Czechia						0	_
Denmark						0.	
Estonia						0	
Finland						0	
France						0	
Germany	6,49					6	2
Greece						0	2
Hungary						0	
Iceland						0	
ireland				_		0	
italy							
Latvia			_			0	
Llechtenstein							
Lithuania						0	
Luxembourg							
Valta						0	
Netherlands						0	
Norway						0	
Poland						0	
Portugal						0	
Romania						0	
Skovakia						0	_
Slovenia						0	
Spain						0	
Sweden						0	
Sum of domestic flights:	6	0	0	0.	0	0	

(c) Aggregated CO2 emissions from all flights departing from each Member State to another Member State, to Switzerland, or to the UK Please complete the following table with the appropriate data for the reporting year. Note that the emission factors presented in section 5(b) MUST BE USED for calculating these emissions.

 Member State of departure
 State of arrival Lat Al
 Jet kerosene (jet Al or Lat Al
 Jet gesoline (Jet B)
 Aviation gesoline (AvGas)
 Atternetive fuel 1 before this columne
 <add more fuels before this columne
 TOTAL [t CO2]
 Total number of filights

Member State specific further information

10 Comments

Space for further Comments:



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