ANNUAL EMISSIONS REPORT FOR AIRCRAFT OPERATORS

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Reporting year:	2015

Information about this report:

This Annual Emissions Report was submitted by:	SmartLynx Airlines
Unique Identifier of the aircraft operator (CRCO No.):	21470
Version number of the latest approved monitoring plan:	7

Total emissions of the aircraft operator: 10 913 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

If your competent authority requires you to hand in a signed paper copy of the monitoring plan, please use the space below for signature:

12.02.2016
Date

Maksims Razdjakonovs
Name and Signature of legally responsible person

BUREAU VERITAS LATVIA VERIFIKĀCIJAS INSTITŪCIJA

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GUIDELINES AND CONDITIONS

1 Directive 2003/87/EC, as amended (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/legal-content/EN/TXT/HTML/?uri=CELEX:02003L0087-20151029&qid=1447163831856&from=EN

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/legal-content/EN/TXT/PDF/?uri=CELEX:02012R0601-20140730&qid=1447163892338&from=EN
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 re-endorsed by the Climate Change Committee by written procedure in December 2015.

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.
Article 28a of the revised EU ETS Directive, as amended by Regulation (EU) No. 421/2014, stipulates that for 2013-2016 emissions from flights between aerodromes in the European Economic Area (EEA) remain fully covered under the EU ETS. However, there is an exemption for flights that are operated between an aerodrome in an outermost region and an aerodrome outside the outermost region of arrival and departure.

Accordingly, all references to Member States in this template should be interpreted as including all 31 EEA States. The EEA comprises the 28 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:

Detail address to be provided by the Member State

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.

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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:

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GENERAL INFORMATION ABOUT THIS REPORT

1 Reporting Year

(a) Reporting year: 2015

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: SmartLynx Airlines

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:

This identifier can be found on the list published by the Commission pursuant to Article 18a(3) of the EU ETS Directive.

21470

(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.

SmartLynx Airlines

(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)

ART

(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 (list 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-02
AOC Issuing authority:	Latvia - Civil Aviation Agency
Operating Licence:	2009-02
Issuing authority:	Latvia - Ministry of Transport

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

Address Line 1	Mazrudas
Address Line 2	
City	Marupes pagasts
State/Province/Region	Rigas rajons
Postcode/ZIP	LV-2167
Country	Latvia
Telephone Number:	+371 67207392
Email address	info@smart-lynx.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:	Mr
First Name:	Maksims
Surname:	Razdjakonovs
Job title:	Electronic Flight Bag (EFB) Administrator
Organisation name (if acting on behalf of the aircraft operator):	
Telephone number:	37126303356
Email address:	maksims.razdjakonovs@smart-lynx.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:	Mr
First Name:	Alvis
Surname:	Septe
Email address:	Alvis.Septe@smart-lynx.com
Telephone number:	37129282184
Address Line 1:	Mazrudas
Address Line 2:	
City:	Marupes pagasts
State/Province/Region:	Rigas rajons
Postcode/ZIP:	LV-2167
Country:	Latvia

3 Identification of the Verifier

In accordance with Article 28a(6) of the EU ETS Directive stipulates that aircraft operators emitting less than 25 000 tonnes of CO2 per year, related to the full scope of the EU ETS, 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:	Bureau Veritas Latvia SIA
Address Line 1:	Duntes st. 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:	37 129 278 875

(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-GHG-488

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:** 10.12.2015

(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:** 546

(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. 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. 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	3 464.44	10 913	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:	10 913	
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 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)	A320;B734;B738
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.

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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, related to the EU ETS full scope*~~

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. 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

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

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EMISSION DATA PER COUNTRY AND FUEL

6 Detailed emissions data

(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]
		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)	10 913	0	0	0	0	10 913
B	*of which departure MS is the same as arrival MS (domestic flights, =sum of section (b))*	168	0	0	0	0	168
C	*of which all other intra EEA flights*	10 745	0	0	0	0	10 745
D	*emissions from all flights departing from a Member State to another Member State (=sum of section (c))*	10 745	0	0	0	0	10 745

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): 10 913 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):**

Member State specific further information

10 Comments

Space for further Comments:

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