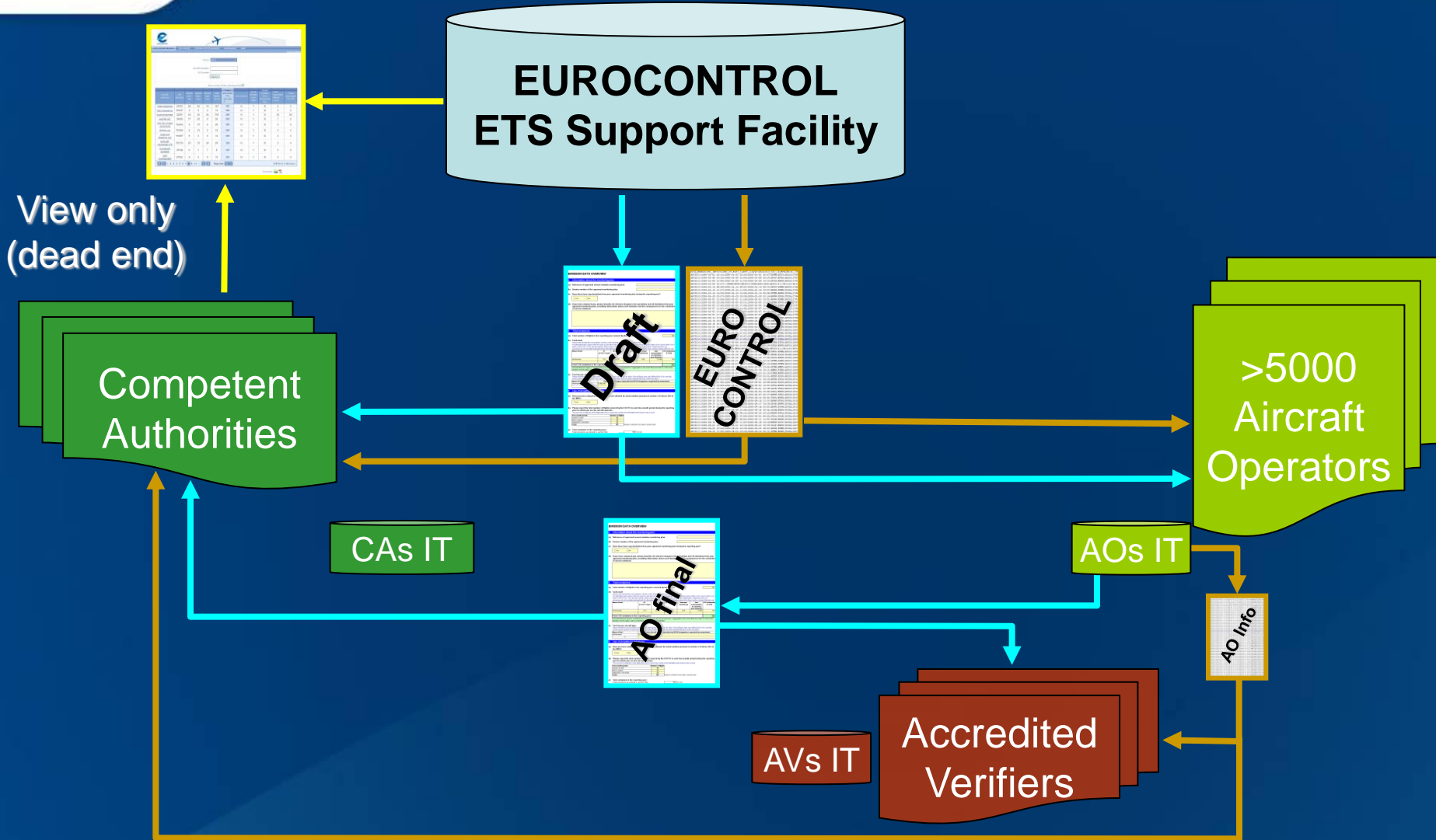


# The Need of an XETL

Bruxelles, 2 October 2012  
*Stefano Mancini*

# Data Exchange



# Flights Details vs. Draft AER

## Flights Details Report

| BSZR_NEMBZR;SRC_INFO;FXIHHT_DT;AOBT_3;ARVT_3;ADZP;ADZS;RCO_FKT_ID;HFNIDN;AC_TYP |
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| ABCDZ;C;2000-05-22 14:21;2000-05-22 14:14;2000-05-22 16:35;ZDOP;BBWW;ZDCBA;2826 |
| ABCDZ;C;2000-05-25 15:44;2000-05-25 14:15;2000-05-25 18:03;BBWW;XFNN;ZDCBA;2827 |
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## Draft AER

### EMISSION DATA OVERVIEW

#### 4 Information about the monitoring plan

(a) Reference of approved annual emission monitoring plan:

(b) Version number of the approved monitoring plan:

(c) Have there been any deviations from your approved monitoring plan during the reporting year?  
 Yes  No

(d) If you have answered yes, 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:

(b) Fuels used:  
Please enter the total fuel consumption in tonnes in the reporting year per fuel in the table below.  
For alternative fuels, please enter the name as specified in the approved monitoring plan, the emission factor (either in the column "EF [t CO2/t fuel]" or "EF [t CO2 / TJ]", the Net Calorific Value (column "NCV") and the biomass content in %, if applicable. Furthermore the CO2 emissions are not calculated automatically for alternative fuels. The value of CO2 emissions refers to the fossil carbon content of the fuel only.

| Name of fuel                                      | EF [t CO2 / t fuel] | NCV [GJ/t] | EF [t CO2/TJ] | biomass content [%] | fuel consumption in reporting year [tonnes] | CO2 emissions [t CO2] |
|---|---------------------|------------|---------------|---------------------|---|-----------------------|
| Jet kerosene                                      | 3.15                | 44.10      | 71.43         | 0.00                | 175.68                                      | 553                   |
| <b>Total CO2 emissions in the reporting year:</b> |                     |            |               |                     |   | <b>553</b>            |

This total emissions figure is considered the correct figure for the annual emissions. If aggregation in the sheet "Emissions Data" or in the Annex deviates from this figure, make sure that the data in all tables is consistent.

#### (c) 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.

| Name of fuel | Generic Aircraft types using this fuel (ICAO designators separated by semicolons) |
|--------------|---|
| Jet kerosene | CL60,L45  |
|              |   |
|              |   |

#### 6 Use of simplified procedures

(a) Have you been using the simplified approach allowed for small emitters pursuant to section 4 of Annex XIV of the MRG?  
 Yes  No

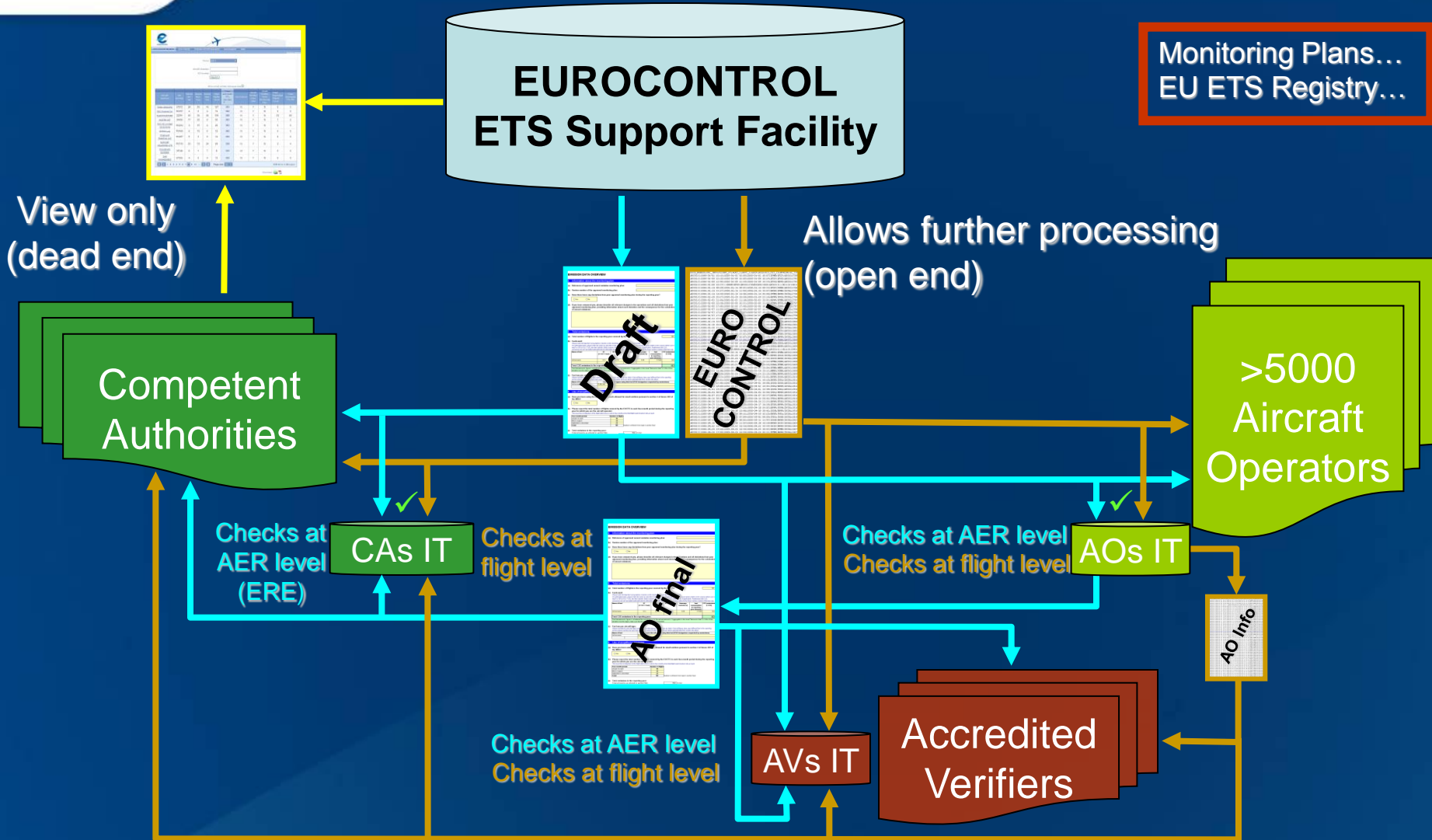
(b) Please report the total number of flights covered by the EU ETS in each four-month period during the reporting year for which you are the aircraft operator:  
The local time of departure of the flight determines in which four-month period that flight shall be taken into account.

| Four-month period     | Number of flights |
|-----------------------|-------------------|
| January to April      | 45                |
| May to August         | 33                |
| September to December | 23                |
| <b>Total:</b>         | <b>101</b>        |

Number is different from input in section 5(a)

(c) Total emissions in the reporting year:  
Total emissions as entered in section 5(b):  t CO2

# Data Exchange



# Why an XETL

- Efficient, effective, comprehensive, equitable reporting and verification
- Cost reductions
- Encourages best practice/best in class



Specifications need to be very very clear and precise  
And  
Fit For Purpose