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US FAA CORSIA MRV Program

EMISSIONS MONITORING PLAN (EMP)

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Template Information

Template provided by:	U.S. Federal Aviation Administration in support of the US FAA CORSIA MRV Program
Version (publication date):	2019-10-01

1 VERSION CONTROL OF EMISSIONS MONITORING PLAN

a) Version No.

Please enter version number of the current version.

b) Version control

If necessary, please fill in the table.

Version No.	No. of previous version	Date of update	Emissions Monitoring Plan is valid from	Chapters where modifications have been made. Brief explanation of amendments.

2 AIRPLANE OPERATOR IDENTIFICATION AND DESCRIPTION OF ACTIVITIES

2.1)

a) Name of the airplane operator

Please enter the name of the airplane operator. This name should be the legal entity engaged in the airplane operation, or the legal entity seeking to be the single entity for the CORSIA administration under a parent-subsidiary arrangement.

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b) Address of the airplane operator

Please enter the address of the airplane operator.

Address line:	
City:	
State/Province/Region:	
Postcode/ZIP:	
Country:	

c) Legal representative

Please enter a contact address of a representative who is legally responsible for the airplane operator for official correspondence.

Title:	
First name:	
Surname:	
Email address:	
Telephone number:	
Address line 1:	
Address line 2:	
City:	
State/Province/Region:	
Postcode/ZIP:	
Country:	

d) Aircraft identification of the airplane operator for international flights (Item 7 of the flight plan)

Select the options planned to be used for reporting flight attribution to the airplane operator.

ICAO Designator

Does Item 7 (aircraft identification) of the flight plan begin with an ICAO Designator according to Doc 8585 — Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services? If yes, please select "ICAO Designator" from the drop down list and complete d2).

Registration marks

Does Item 7 (aircraft identification) of the flight plan correspond to the nationality or common mark, and registration mark, as explicitly stated in an AOC (or equivalent)? If yes, please select "Registration marks" from the drop down list and complete d3).

ICAO Designator and registration marks

d1) Responsibility under the CORSIA

d2) ICAO Designator

Provide the ICAO Designator (or Designators) used for Air Traffic Control purposes, as listed in Doc 8585 — Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services, if the airplane operator has an ICAO Designator(s).

d3) List of registration marks

Please list all airplanes including the nationality or common mark, and registration mark, of the airplane. If your fleet exceeds 30 registration marks, please attach a separate document to the EMP.

No.	Registration mark	No.	Registration mark	No.	Registration mark
1		11		21	
2		12		22	
3		13		23	
4		14		24	
5		15		25	
6		16		26	
7		17		27	

8		18		28	
9		19		29	
10		20		30	



d4) Additional information on flight attribution

Please provide additional information to support the approach followed for flight attribution.

e) Do you have an air operator certificate (AOC)?

The air operator certificate (AOC) is a certificate authorizing an operator to carry out specified commercial air transport operations i.e., a document issued to an airplane operator by a Civil Aviation Authority which affirms that the airplane operator in question has the professional ability and organization to secure the safe operation of the airplane for the aviation activities specified in the certificate.

e1) Identification code of the AOC

Please enter the unique identification number of the air operator certificate of the issuing Civil Aviation Authority. If you hold several AOCs, list the additional certificates in the field "Information about the certificate".

e2) Date of issue

Please enter the date on which the air operator certificate was issued. Use the entry format yyyy-mm-dd.

e3) Date of expiry

Please enter the date on which the air operator certificate expires (if applicable). Use the entry format yyyy-mm-dd.

e4) Information about the certificate

Please give information about the scope of aviation activities the AOC permits to carry out. Are there any temporal, regional or other restrictions? Have any obligations been imposed?

e5) below

f) Description of the ownership structure of your company

Details of ownership structure relative to any other airplane operators with international flights, including identification of whether the airplane operator is a parent company to other airplane operators with international flights, a subsidiary of another airplane operator (or operators) with international flights and/or has a parent and or subsidiaries that are airplane operators with international flights. Please describe the ownership structure of the operating company.

f1) Parent-subsidiary relationship recognized as a single entity for the CORSIA administration?

Please specify whether the airplane operator is in a parent-subsidiary relationship which should be recognized as a single entity for the CORSIA administration?

f2) Name of the subsidiary company(ies)

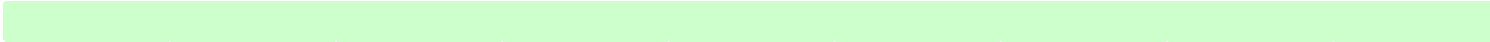
If your company heads a group, please specify the names of the subsidiaries which also carry out international aviation activities and select how aircraft identification of the subsidiary for international flights is managed. Where appropriate, please attach additional explanatory files to the Emissions Monitoring Plan.

Name of the subsidiary	Aircraft identification of the subsidiary for international flights (Item 7 of the flight plan)



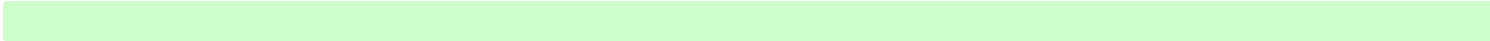
f3) Confirmation that parent and subsidiary(ies) are administered by the same State

If the airplane operator in a parent-subsidiary relationship seeks to be considered a single airplane operator for purposes of the CORSIA, confirm that the parent and subsidiary(ies) are subject to CORSIA administration by the same State.



f4) Confirmation that parent and subsidiary(ies) are wholly-owned by the parent

If the airplane operator in a parent-subsidiary relationship seeks to be considered a single airplane operator for purposes of the CORSIA, confirm that the subsidiary(ies) are wholly-owned by the parent.



f5) Additional information on the subsidiary(ies)

Step 1: On the basis of the provided information in f3), please specify the aircraft identification of the subsidiary(ies) for international flights (Item 7 of the flight plan) according to the same level of detail as requested in d) (e.g., state ICAO Designator or list registration marks). Please indicate how flights are assigned to the parent/subsidiary operation.

Step 2: Please specify whether there are any other items covered in this Emissions Monitoring Plan where the subsidiary(ies) deviate from the monitoring of the parent.

In case of insufficient space below, please attach additional documents to your Emissions Monitoring Plan submission.



g) Description of the airplane operator's activities

Please describe the airplane operator's activities. Provide details of main State pairs, typical leasing arrangements, scheduled/non-scheduled, pax/cargo/executive and geographic scope of operations.

h) Contact person

Please enter the contact information of the person within the airplane operator who is responsible for the Emissions Monitoring Plan.

Title:	
First name:	
Surname:	
Email address:	
Telephone number:	
Address line 1:	
Address line 2:	
City:	
State/Province/Region:	
Postcode/ZIP:	

Country:	
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h1) Alternate contact person

Please enter the contact information of an additional person within the airplane operator who is responsible for the Emissions Monitoring Plan.

Title:	
First name:	
Surname:	
Email address:	
Telephone number:	
Address line 1:	
Address line 2:	
City:	
State/Province/Region:	
Postcode/ZIP:	
Country:	

3 FLEET AND OPERATIONS DATA

(Annex 16, Volume IV, Appendix 4, 2.2)

a) Fleet declaration

List all airplane types, including owned airplanes as well as leased airplanes, with an MTOM greater than 5 700 kg (12 566 lbs) operated on international flights, as defined in Annex 16, Volume IV, Part II, Chapter 1, 1.1.2, and Chapter 2, 2.1, at the time of submission of the Emissions Monitoring Plan as specified in Doc 8643 — Aircraft Type Designators.

Additional information about Doc 8643 — Aircraft Type Designators can be found at:

<http://www.icao.int/publications/DOC8643/Pages/Search.aspx>

No.	ICAO type designator	Fuel type*	Number of airplanes
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			
17			
18			
19			

No.	ICAO type designator	Fuel type*	Number of airplanes
21			
22			
23			
24			
25			
26			
27			
28			
29			
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31			
32			
33			
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37			
38			
39			

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* For the purposes of this template, the fuel total could include the sum of equivalent fuels.

b) Additional airplane types

Will new airplane types always be monitored using the same methods as airplane types identified in section 4 of this plan?

b1) Details about the procedure for defining the monitoring methodologies for additional airplane types

Define clearly the methods which are used for monitoring new airplane types that are not already in use.

Responsible department	
Description of procedure	
Location of records	

c) Changes in airplane fleet and fuel type

Please provide information on the procedure for how changes in airplane fleet and fuel used will be tracked and integrated in emissions monitoring.

Responsible department	
------------------------	--

Description of procedure	
Location of records	

d) Completeness of all airplanes and all flights

Please provide information on the means that will be used to track/document each airplane operated and the specific flights of the airplane to ensure completeness of monitoring.

Responsible department	
Description of procedure	

Location of records	

e) List of State pairs operated by the airplane operator

Please list all State pairs where international flights are currently operated. If applicable, please list State pairs from the State of origin to the State of destination (). If your State pairs exceed 50, please attach a separate document to the Emissions Monitoring Plan.*

() For example, flights from State A to State B will require inserting a State pair A-B in the list; flights from State B to State A will require inserting a State pair B-A in the list.*

No.	State of origin	State of destination
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		
13		
14		
15		
16		
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f) Determination of all international flights

Please provide information on procedures for determining which airplane flights meet the definition of international flights for the purpose of Annex 16, Volume IV, and therefore are subject to the emissions monitoring requirements subject to applicability of Annex 16, Volume IV, Part II, Chapter 2, 2.1.

Responsible department	
Description of procedure	
Location of records	

g) Determination of international flights with offsetting requirements

Please provide information on the procedures for determining which international flights are subject to CO₂ offsetting requirements under the CORSIA as described in Annex 16, Volume IV, Part II, Chapter 3, 3.1.

Responsible department	
Description of procedure	

Location of records	

h) Determination of flights with no monitoring requirements

If the airplane operator conducts any domestic flights and/or humanitarian, medical or firefighting international operations that would not be subject to the emissions monitoring requirements, information on the procedures for how those operations will be separated from those subject to the emissions monitoring requirements.

Responsible department	
Description of procedure	
Location of records	

4 METHODS AND MEANS FOR CALCULATING EMISSIONS

2.3)

a) Fuel Use Monitoring Method and / or the ICAO CORSIA CO₂ Estimation and Reporting Tool (CERT)

Please specify whether the airplane operator plans to use one or more Fuel Use Monitoring Method(s) (as described in Annex 16, Volume IV, Appendix 2) and / or the ICAO CORSIA CO₂ Estimation and Reporting Tool (CERT) (as described in Annex 16, Volume IV, Appendix 3) for the 2019-2020 and 2021-2035 periods. When deciding on the monitoring method, consideration should be given to whether the airplane operator is eligible for the same method in the 2019-2020 period as in the 2021-2035 period.

For the reporting years 2019 and 2020 (in accordance with Annex 16, Volume IV, Part II, Chapter 2, 2.2.1.2)

- a Fuel Use Monitoring Method is mandatory for airplane operators with annual emissions equal to or above 500 000 tonnes of CO₂ from international flights, as defined in Annex 16, Volume IV, Part II, Chapter 1, 1.1.2 and Chapter 2, 2.1.
- an airplane operator with annual CO₂ emissions from international flights, as defined in Annex 16, Volume IV, Part II, Chapter 1, 1.1.2 and Chapter 2, 2.1 of less than 500 000 tonnes, shall use either a Fuel Use Monitoring Method or the ICAO CORSIA CO₂ Estimation and Reporting Tool (CERT).

For the reporting years 2021 until 2035 (in accordance with Annex 16, Volume IV, Part II, Chapter 2, 2.2.1.3)

- a Fuel Use Monitoring Method is mandatory for airplane operators with annual emissions equal to or above 50 000 tonnes of CO₂ from international flights subject to offsetting requirements, as defined in Annex 16, Volume IV, Part II, Chapter 1, 1.1.2, and Chapter 3, 3.1. For international flights not subject to offsetting requirements, the airplane operator shall use either a Fuel Use Monitoring Method or the ICAO CORSIA CO₂ Estimation and Reporting Tool (CERT).
- an airplane operator with annual emissions from international flights subject to offsetting requirements, as defined in Annex 16, Volume IV, Part II, Chapter 1, 1.1.2, and Chapter 3, 3.1, of less than 50 000 tonnes, shall use either a Fuel Use Monitoring Method or the ICAO CORSIA CO₂ Estimation and Reporting Tool (CERT).

a1) Option for simplified monitoring on routes not subject to offsetting requirements

Airplane operators which use a Fuel Use Monitoring Method (as described in Annex 16, Volume IV, Appendix 2) for the 2021-2035 period have an option for simplified monitoring with the ICAO CORSIA CO₂ Estimation and Reporting Tool (CERT) (as described in Annex 16, Volume IV, Appendix 3) on State pairs not subject to offsetting requirements. Please specify whether the airplane operator intends to use this option.

b) Fuel Use Monitoring Methods

Please provide information on the use of different monitoring methods per sub fleet (by ICAO aircraft type designator).

Monitoring method	Applicable for the following sub-fleets of airplanes (by ICAO aircraft type designator)	2019-2020 period	2021-2035 period

Method A			
Method B			
Block-off / Block-on			
Fuel Uplift			
Fuel Allocation with Block Hour			

c) Simplified monitoring method

Please provide information on use of the ICAO CORSIA CO₂ Estimation and Reporting Tool (CERT).

2019-2020 period	2021-2035 period

c1) Estimated annual CO₂ emissions

Please demonstrate the eligibility to use the ICAO CORSIA CO₂ Estimation and Reporting Tool (CERT) by providing an estimate of fuel use in order to calculate an estimate of the total CO₂ emissions for international flights, as defined in Annex 16, Volume IV, Part II, Chapter 2, 2.1. If the ICAO CORSIA CERT was used to estimate the CO₂ emissions, enter the information in the field "Estimate from the ICAO CORSIA CERT". For 2019, the estimate can be based on data within the 2017-2018 period or another appropriate period.

* For the purposes of this template, the fuel total could include the sum of equivalent fuels.

Fuel type*	Annual fuel use (in tonnes)	Fuel conversion factor	Annual CO ₂ emissions (in tonnes)
Jet-A		3.16	—
Jet-A1		3.16	—
Jet-B		3.10	—
AvGas		3.10	—
Estimate from the ICAO CORSIA CERT			

c2) Supporting information on estimation

Provide supporting information on how the estimation of emissions in c1) has been determined, including on how fuel use has been estimated. If the ICAO CORSIA CO₂ Estimation and Reporting Tool (CERT) has been used, a copy of the tool has to be attached and the input

In case the ICAO CORSIA CO₂ Estimation and Reporting Tool (CERT) has been used, a copy of the tool has to be attached and the input method (i.e., Great Circle Distance or Block Time) has to be stated.

Attachment of supporting information on how the estimation of emissions has been determined.

If the CERT was used, attachment of the CERT Summary of Assessment of Applicability of CORSIA and Eligibility to Use the CERT.

If the CERT was used and custom aircraft type and airport were used, attachment of the Custom Aircraft and Airport Information (optional).

c3) Input method for reporting

Please specify for the ICAO CORSIA CO₂ Estimation and Reporting Tool (CERT) whether Great Circle Distance or Block Time is used to estimate emissions for the reporting periods.

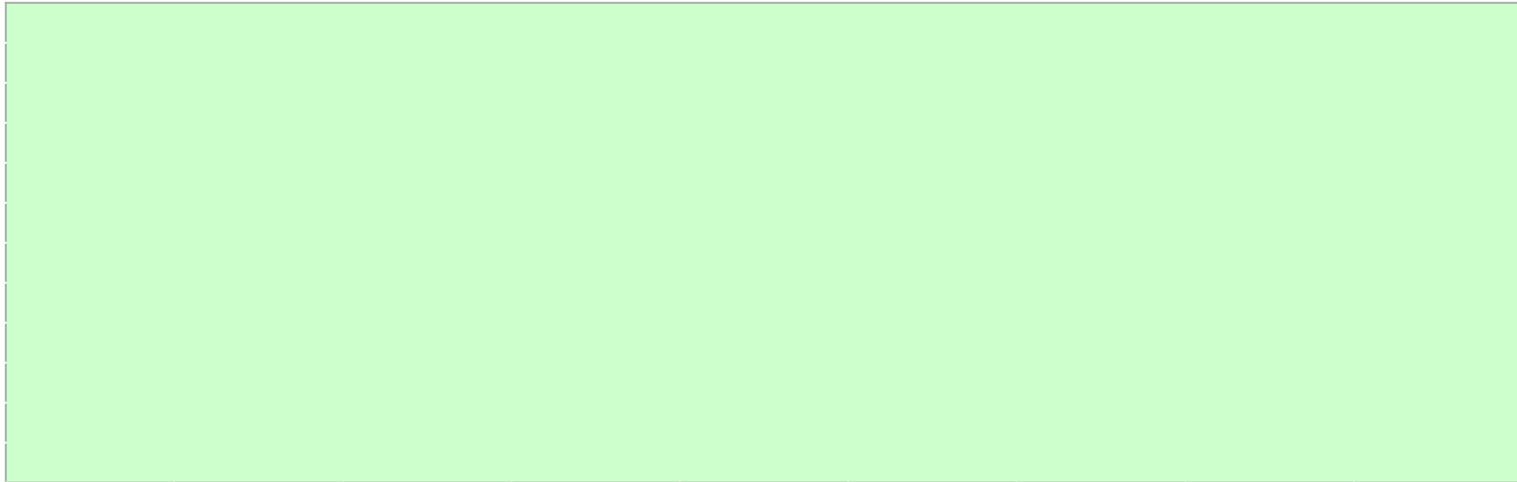
d) Separation of parent-subsidary related emissions in 2019-2020

If the airplane operator is in a parent-subsidary relationship and intends to be considered a single airplane operator for purposes of the CORSIA, identify the procedures that will be used for maintaining separate 2019-2020 fuel and emissions monitoring of the various corporate entities for the purpose of establishing individual 2019-2020 reference CO₂ emissions for the parent and subsidiary (or subsidiaries).

4.1 Fuel Use Monitoring Method: METHOD A

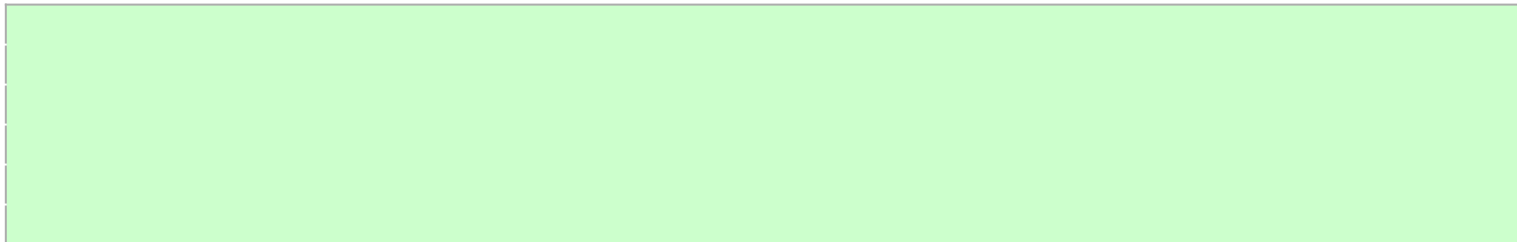
Time of measurement and corresponding documentation for the chosen method

Please specify the exact points in time for the three measurements necessary to calculate the fuel consumption per flight and outline the measurement equipment and procedures for recording, receiving, transmitting and storing of fuel data. Please provide a reference to the corresponding documentation.



Fuel density for international flights

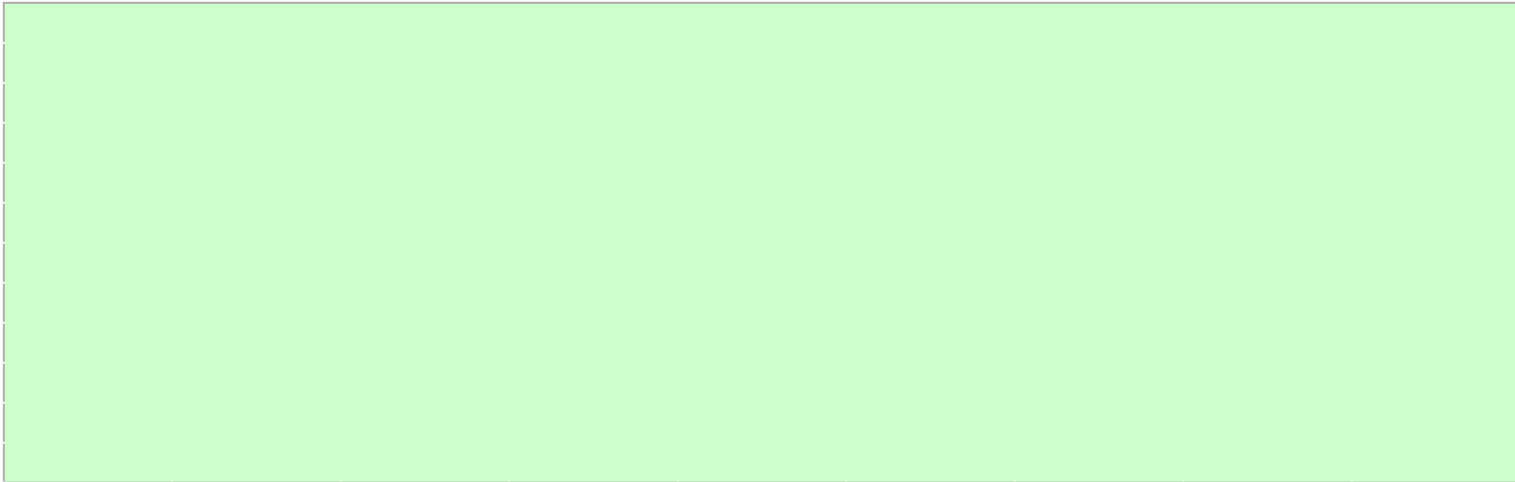
Please provide information on the procedures for determining and recording fuel density values (standard or actual) as used for operational and safety reasons and provide reference to the relevant internal documentation. These procedures shall be applied when calculating the fuel consumption for the CORSIA.



4.2 Fuel Use Monitoring Method: METHOD B

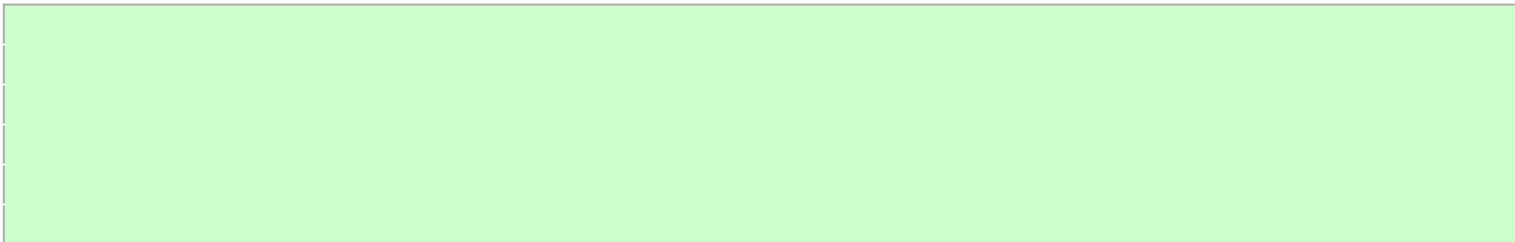
a) Time of measurement and corresponding documentation for the chosen method

Please specify the exact points in time for the three measurements necessary to calculate the fuel consumption per flight and outline the measurement equipment and procedures for recording, receiving, transmitting and storing of fuel data. Please provide a reference to the corresponding documentation.



b) Fuel density for international flights

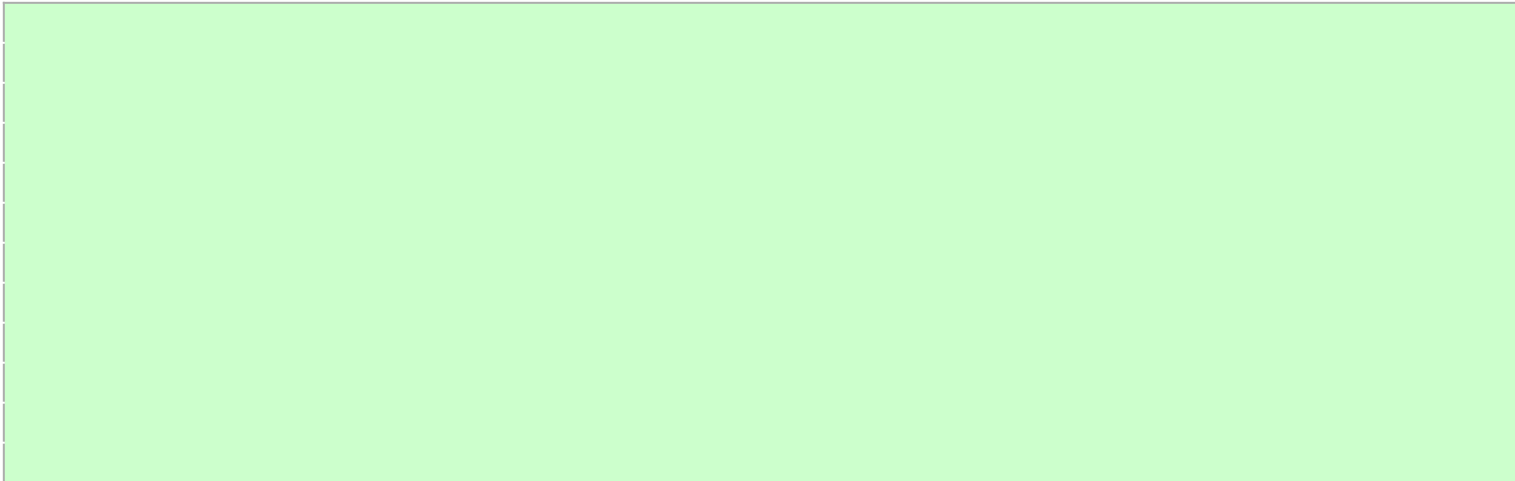
Please provide information on the procedures for determining and recording fuel density values (standard or actual) as used for operational and safety reasons and provide reference to the relevant internal documentation. These procedures shall be applied when calculating the fuel consumption for the CORSIA.



4.3 Fuel Use Monitoring Method: BLOCK-OFF / BLOCK-ON

a) Time of measurement and corresponding documentation for the chosen method

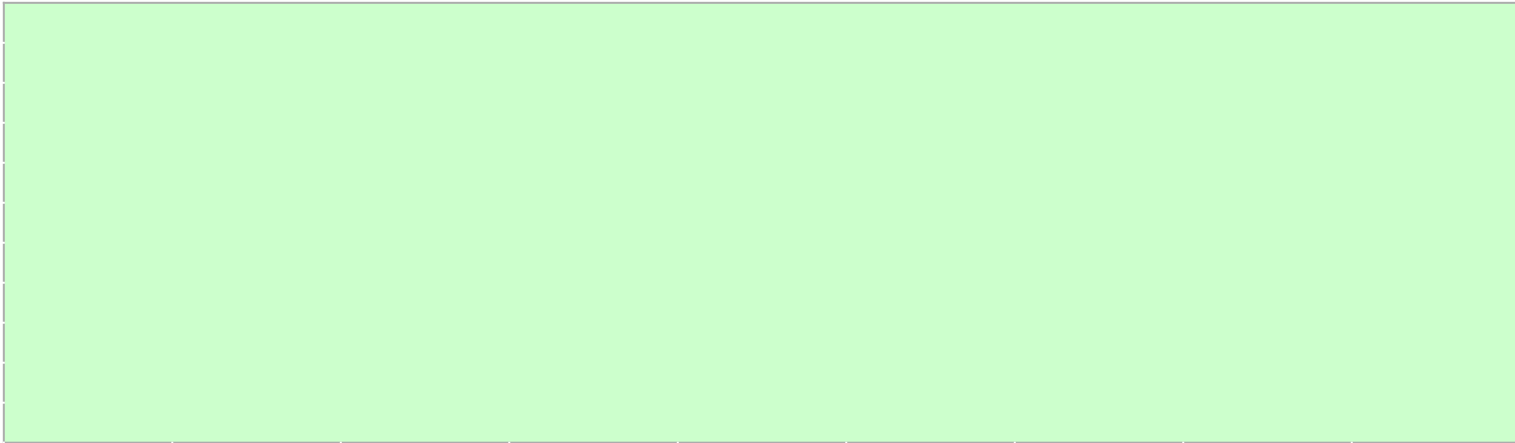
Please specify the exact points in time for the two measurements necessary to calculate the fuel consumption per flight and outline the measurement equipment and procedures for recording, receiving, transmitting and storing of fuel data. Please provide a reference to the corresponding documentation.



4.4 Fuel Use Monitoring Method: FUEL UPLIFT

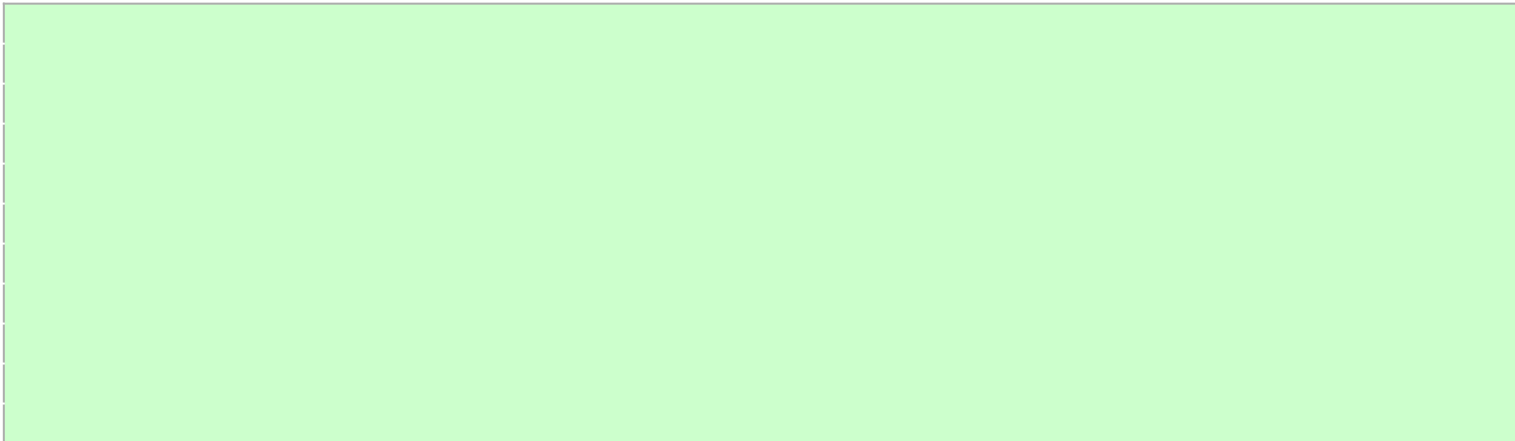
a1) Measurement of the block hours (per flight) and corresponding documentation for the chosen method

Please specify the exact points in time for the measurement of block hours per flight (necessary to calculate the fuel consumption per flight for international flights with zero uplift and for the following flight) and outline the measurement equipment and procedures for recording, receiving, transmitting and storing of fuel data. Please provide a reference to the corresponding documentation.



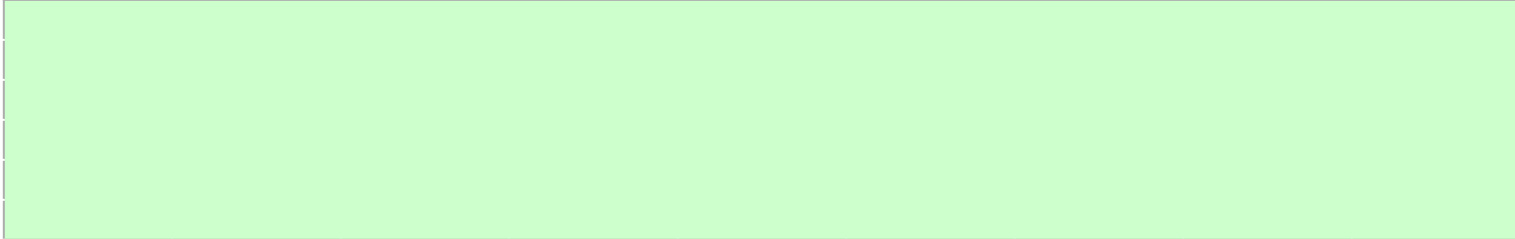
a2) Assignment and adjustment for flights with zero fuel uplift

Please explain the data handling and calculations necessary to meet the adjustment requirement for flights with zero fuel uplift.



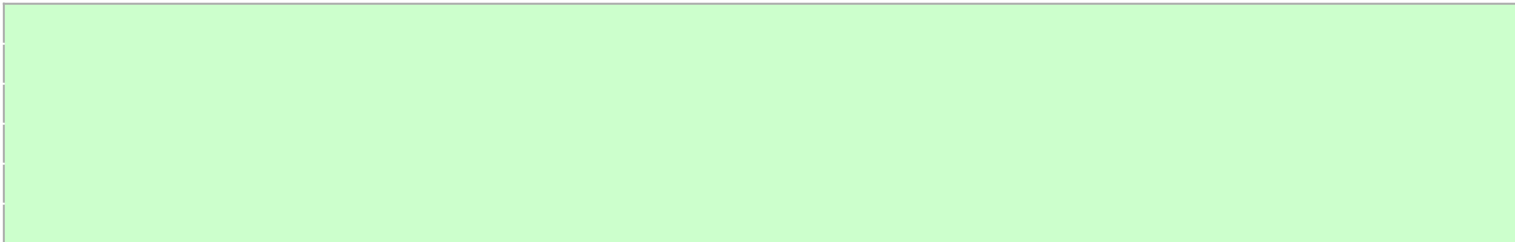
b) Fuel uplift

Please specify which fuel uplift record will be used.



c) Fuel density for international flights

Please provide information on the procedures for determining and recording fuel density values (standard or actual) as used for operational and safety reasons and provide reference to the relevant internal documentation. These procedures shall be applied when calculating the fuel use for the CORSIA.



4.5 Fuel Use Monitoring Method: FUEL ALLOCATION WITH BLOCK HOUR

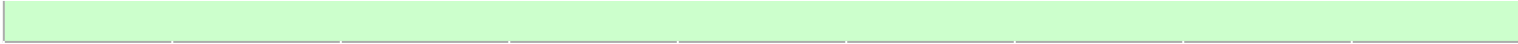
a) Option for calculating the specific fuel burn

Please choose from the options listed below and enter the ICAO type designators and the model for each option. Should one option for all airplane types be used, simply enter "all".

	Option	ICAO aircraft type designator / model
	1st Option for airplane operators which can clearly distinguish between fuel uplifts for international and domestic flights on a flight by flight basis. In case this option is selected, please also complete section 4.4 (Fuel uplift, a1 and a2), as this monitoring method is used to calculate the total fuel burn on international flights for a specific ICAO type designator or aircraft model.	
	2nd Option for airplane operators which cannot clearly distinguish between international and national fuel uplifts on a flight by flight basis.	

b) Measurement of the block hours (per flight) and corresponding documentation for the chosen method

Please specify the exact points in time for the measurement of block hours per flight and outline the measurement equipment and procedures for recording, receiving, transmitting and storing of fuel data. Please provide a reference to the corresponding documentation.



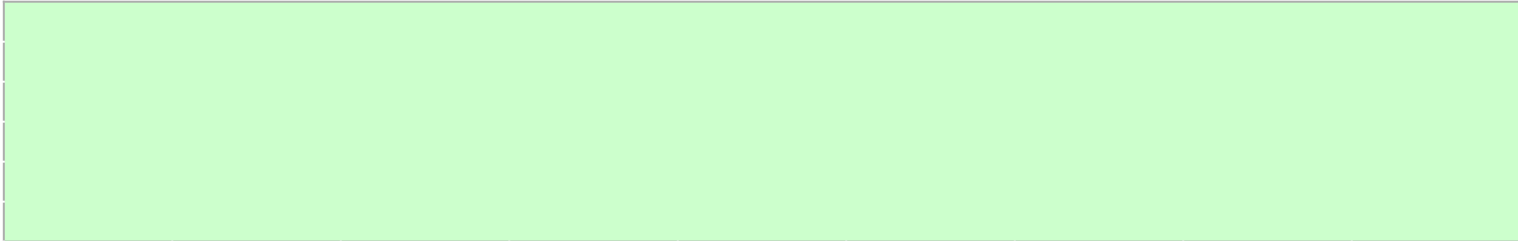
c) Fuel uplift

Please specify which fuel uplift record will be used.



d) Fuel density for international flights

Please provide information on the procedures for determining and recording fuel density values (standard or actual) as used for operational and safety reasons and provide reference to the relevant internal documentation. These procedures shall be applied when calculating the fuel use for the CORSIA.

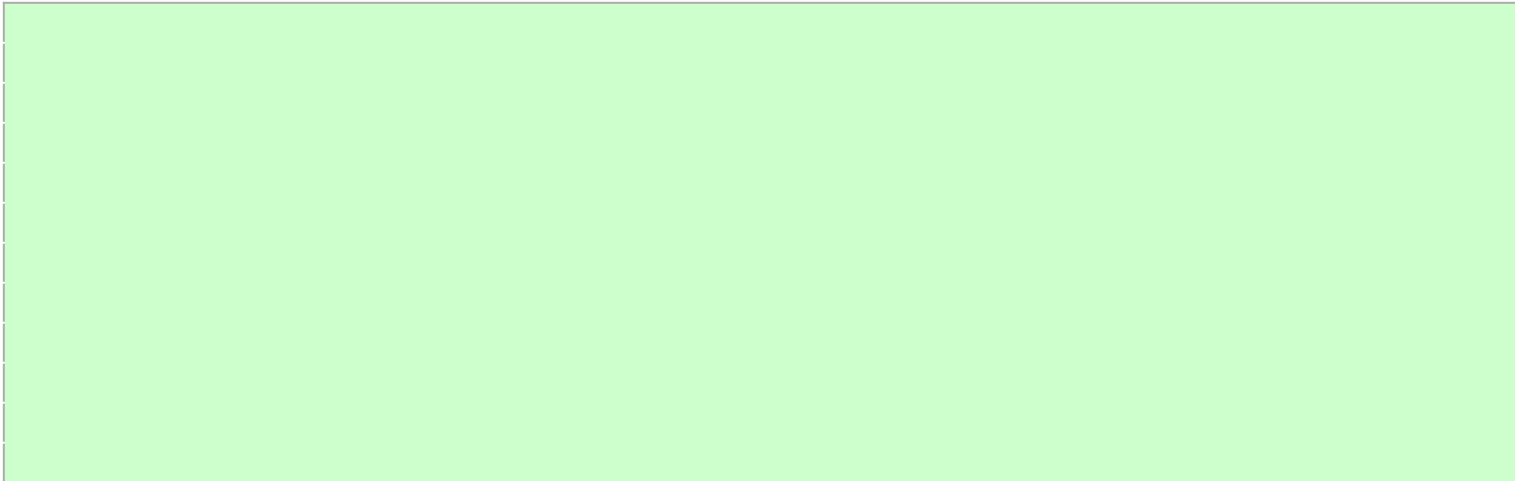


4.6 ICAO CORSIA CO₂ ESTIMATION AND REPORTING TOOL (CERT)

(Annex 16, Volume IV, Appendix 3)

a) Description of relevant input data

Please specify whether Great Circle Distance and/or Block Time is used as input into the ICAO CORSIA CERT. If applicable, please specify the procedures for determining Block Time and potentially aggregating them to be used in the ICAO CORSIA CERT. This includes specifying the exact points in time for the two time measurements per flight necessary to calculate the Block Time.

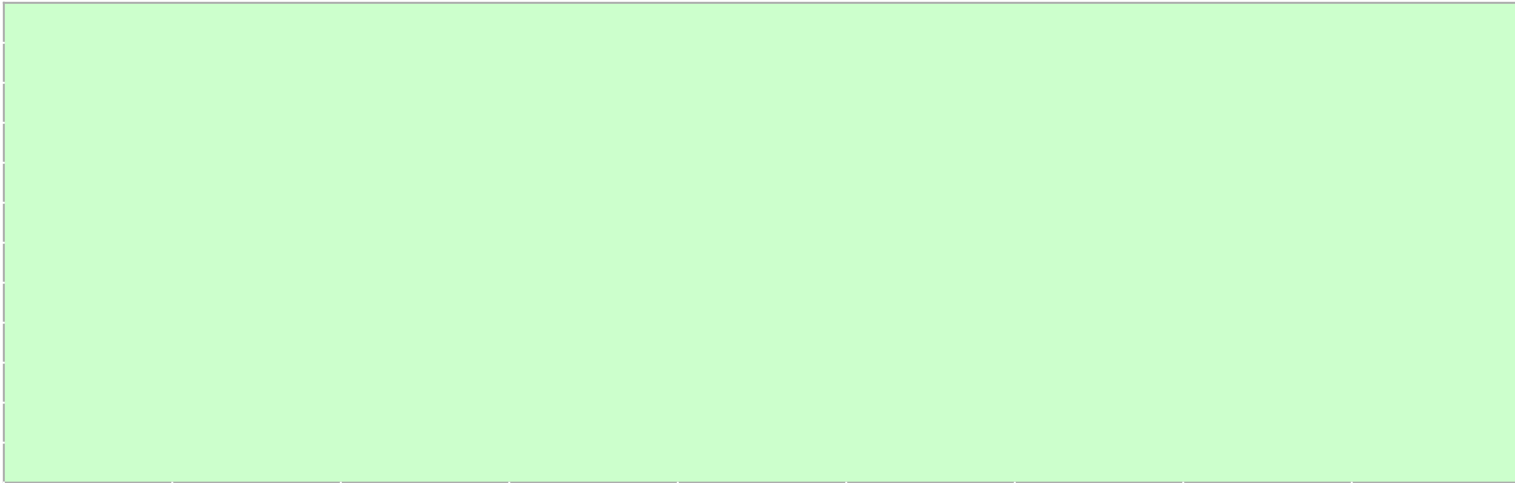


5. DATA MANAGEMENT, DATA FLOW, CONTROL SYSTEM, RISK ANALYSIS AND DATA GAPS

2.4)

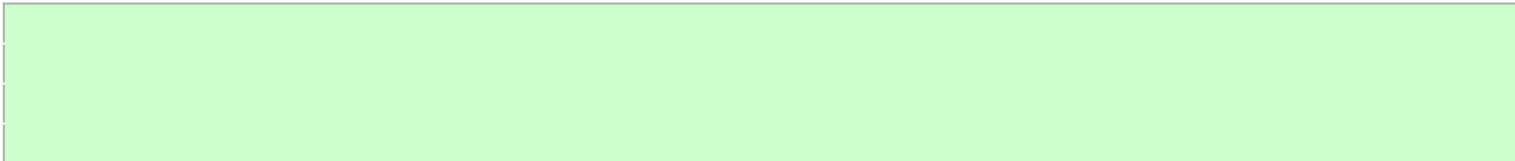
a) Description of data management

Please provide a description of each step in the data flow and data processing, including controls to assure data quality, beginning with the source data up to the Emissions Report. Please reference the responsible departments. Please attach a data flow chart to the Emissions Monitoring Plan summarizing the systems used to record, store and control the quality of data associated with the monitoring and reporting of emissions.



b) Threshold for data gaps

If employing a Fuel Use Monitoring Method, please provide a description of the systems and procedures for identifying data gaps and for assessing whether the 5 per cent threshold for significant data gaps has been reached (in accordance with Annex 16, Volume IV, Part II, Chapter 2, 2.5.1).



b1) Description of available secondary sources

Please specify data sources that can be alternatively used for reporting purposes.

b2) Handling of data gaps and erroneous data values

Airplane operators using a Fuel Use Monitoring Method shall use the ICAO CORSIA CO2 Estimation and Reporting Tool (CERT) to fill data gaps, in accordance with Annex 16, Volume IV, Part II, Chapter 2, 2.5.1, where the secondary data sources listed above are not available. Forairplane operators not using a Fuel Use Monitoring Method, please provide a description of the method that will be used to fill data gaps in the event a secondary data reference source listed above is not available.

b3) Data gaps despite secondary sources

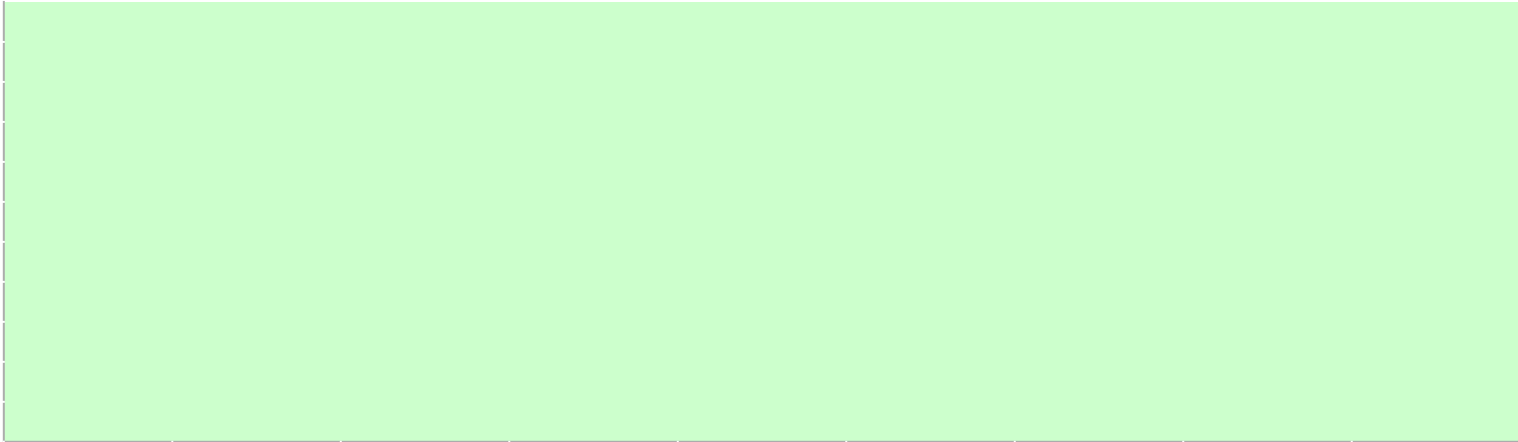
Does the existing data management system allow for data gaps when secondary data sources exist?

b4) Explanations of data gaps for which existing secondary sources cannot be used

Please describe the conditions (e.g., cost, time to resolve, data availability, data quality) under which this occurs.

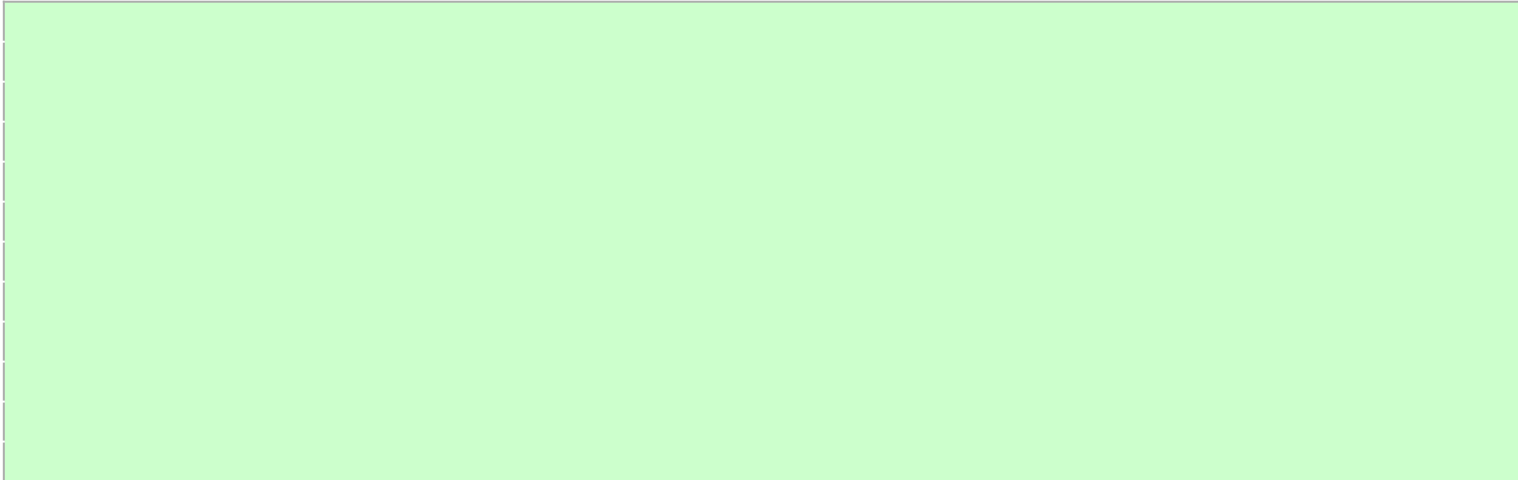
c) Documentation and record keeping plan

Please specify where process directives are stored. Please indicate the IT system used, if applicable. List of applied data management and IT standards, where relevant.



d) Explanation of risks

Data management systems and controls are critical for ensuring data completeness, security, quality and minimizing the risk of a material error or misstatement in the emissions report. Please provide a list of the risks associated with the data management system and the corresponding internal or external control activity(ies) for addressing each.



e) Revisions of Emissions Monitoring Plan

Please provide information on procedures for identifying: i) material changes to the Emissions Monitoring Plan requiring revision and re-submission to the State and ii) non-material changes to the Emissions Monitoring Plan for disclosure in the Emissions Report

resubmission to the State and ii) non-material changes to the Emissions Monitoring Plan for disclosure in the Emissions Report.

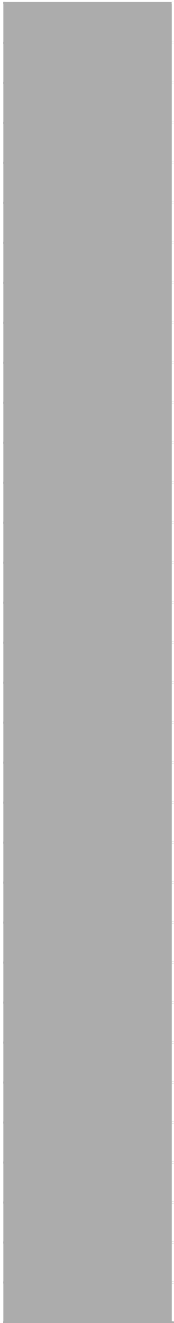


Note: This is an optional tab and should only be used if there was not enough space for your response to on Tab 2. Identification

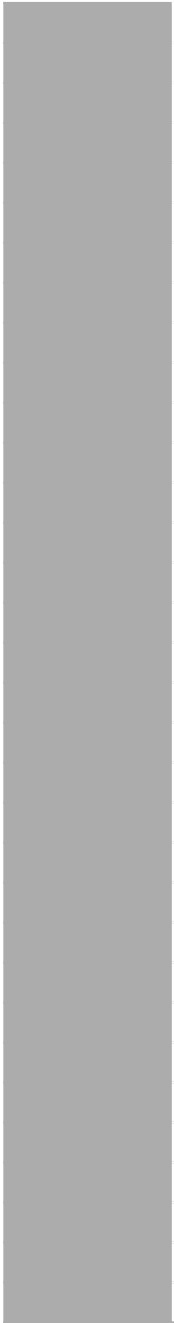
d3) List of Registration Marks (Long Version)

Please list all airplanes including the nationality or common mark, and registration mark, of the airplane.

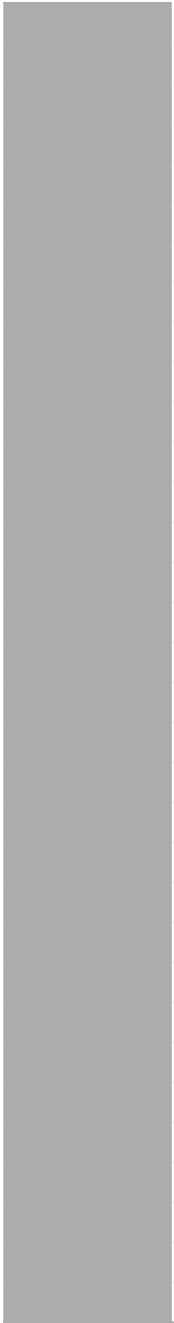
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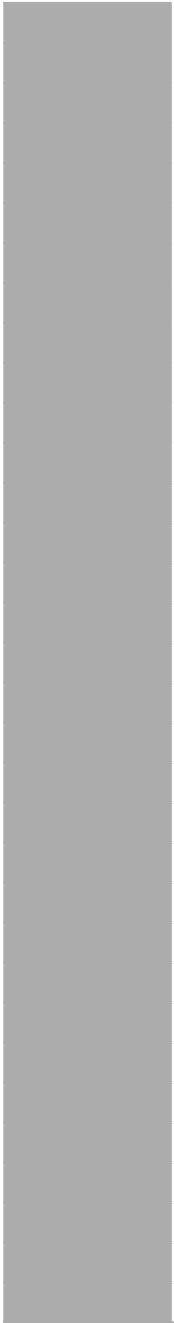
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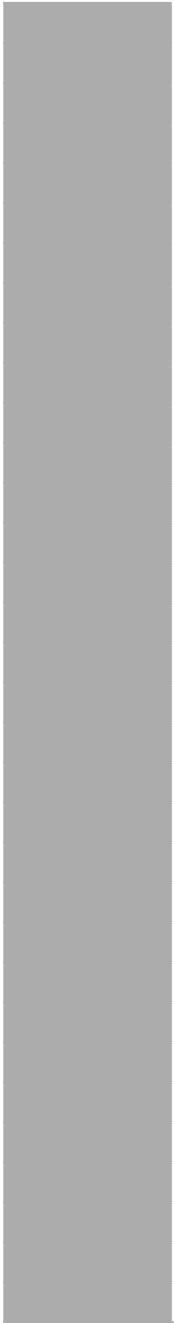
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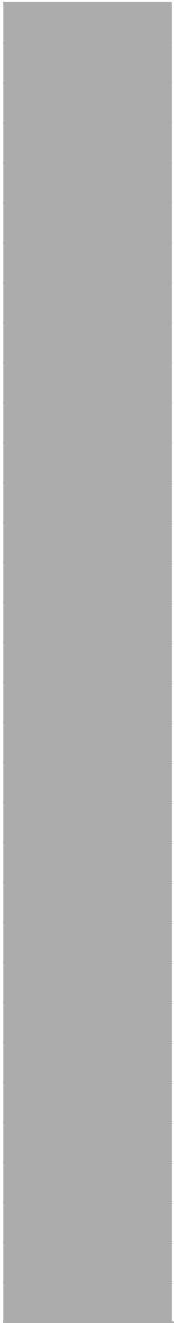
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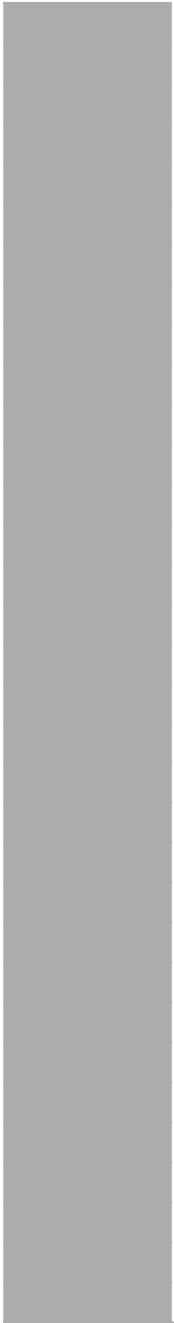
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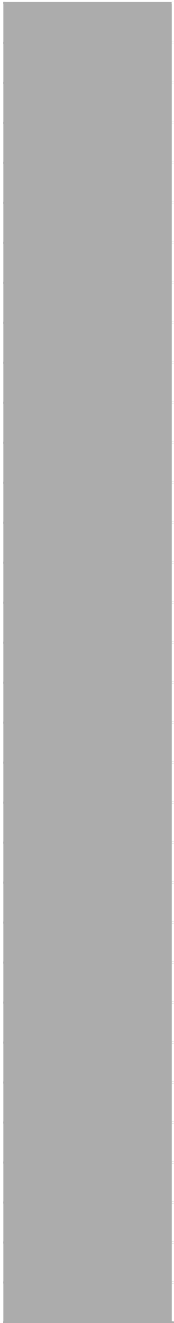
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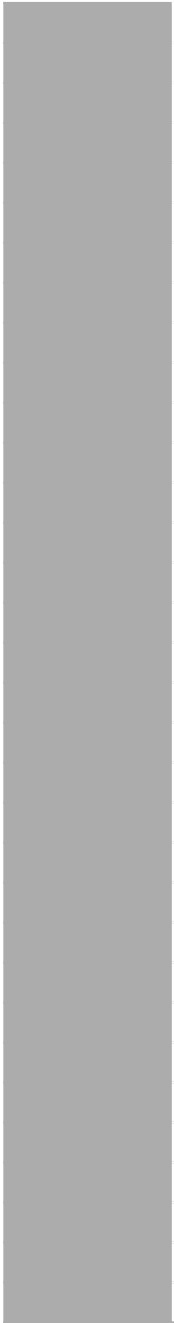
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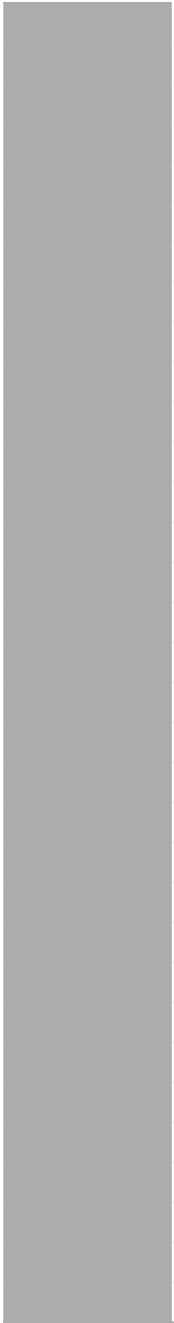
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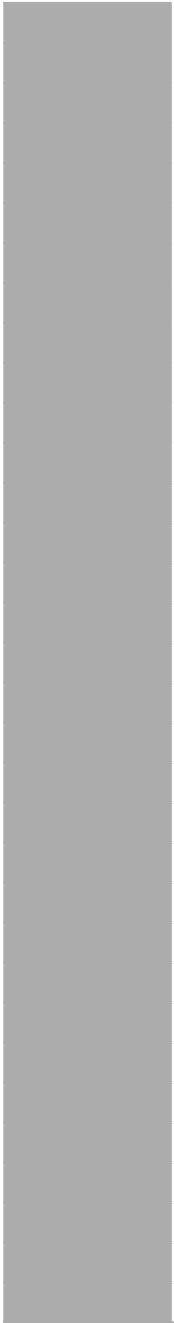
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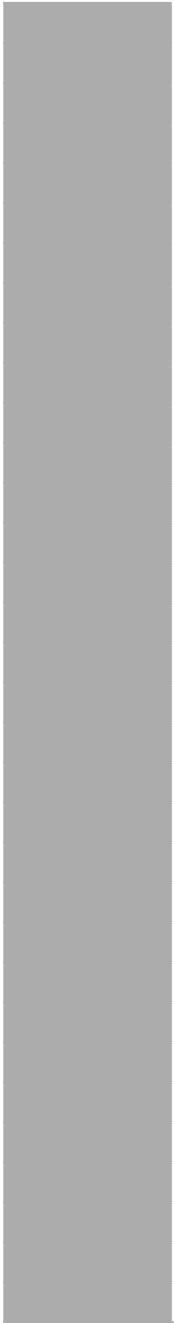
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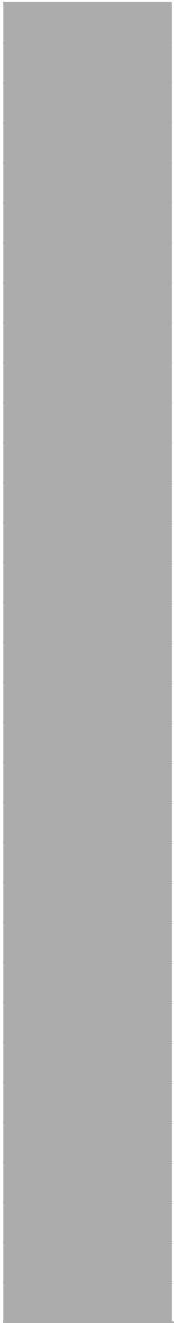
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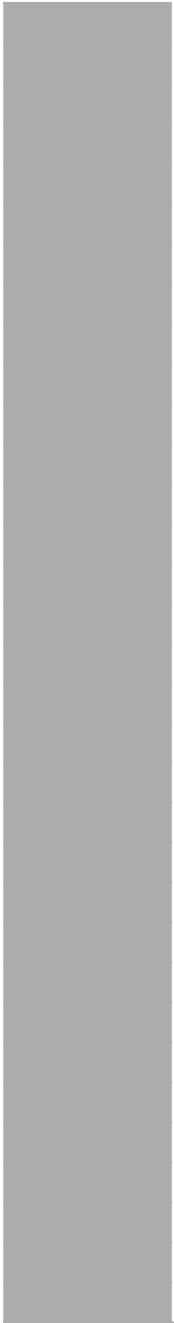
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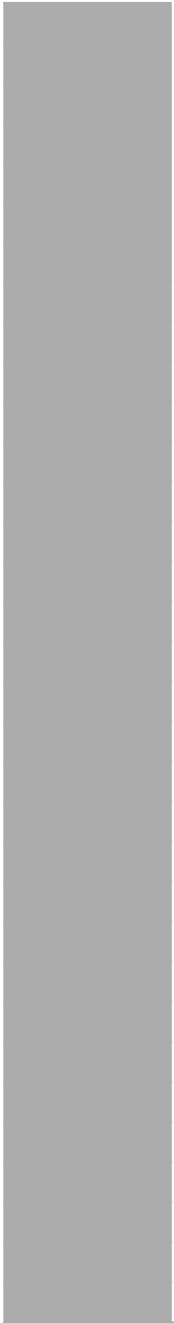
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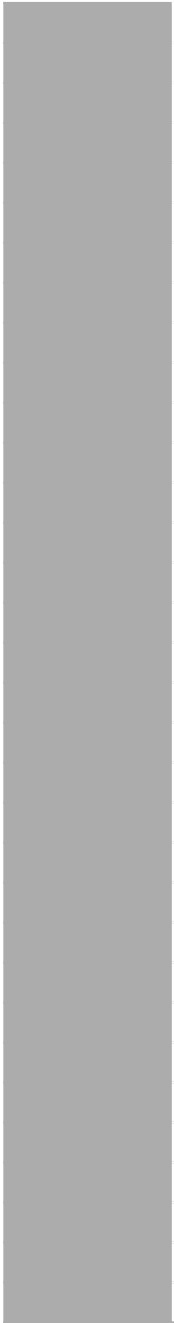
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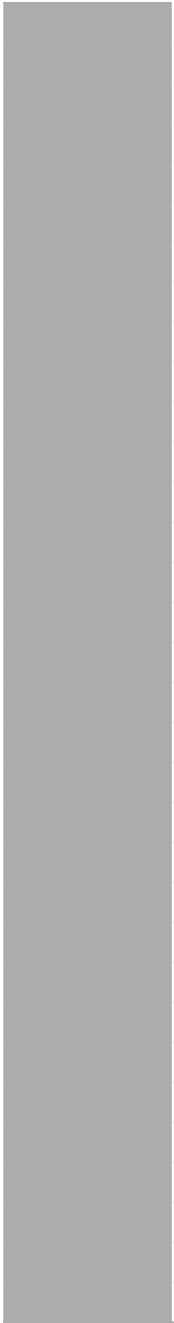
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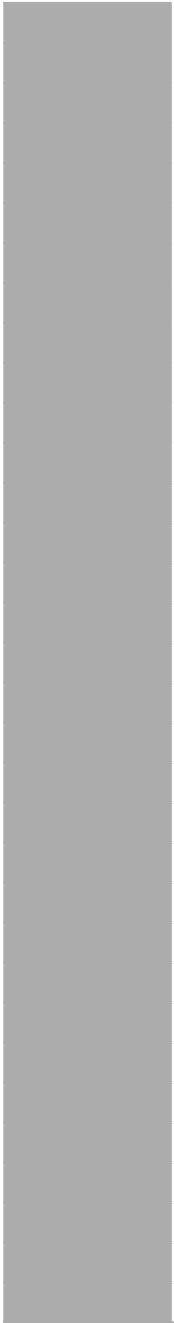
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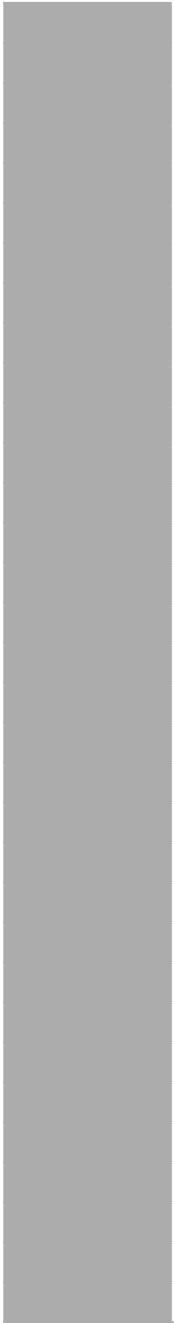
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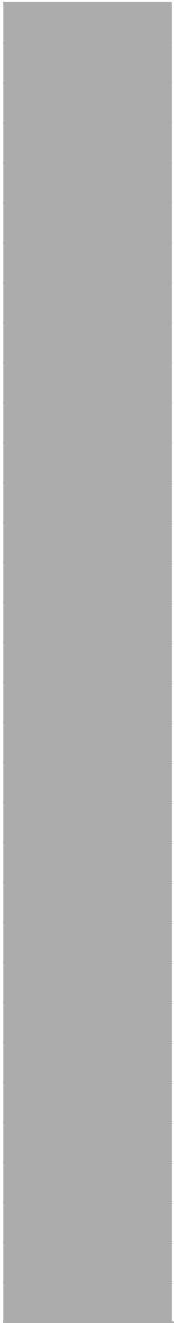
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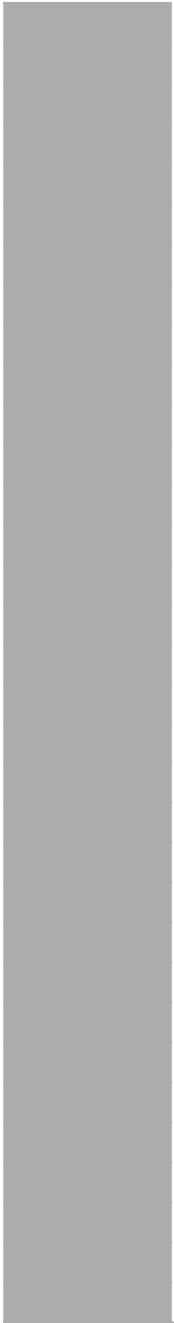
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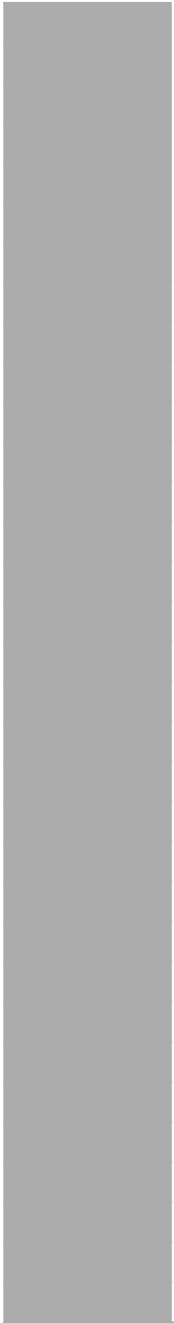
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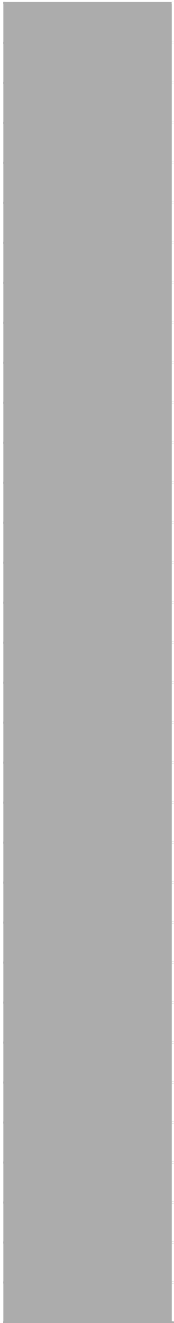
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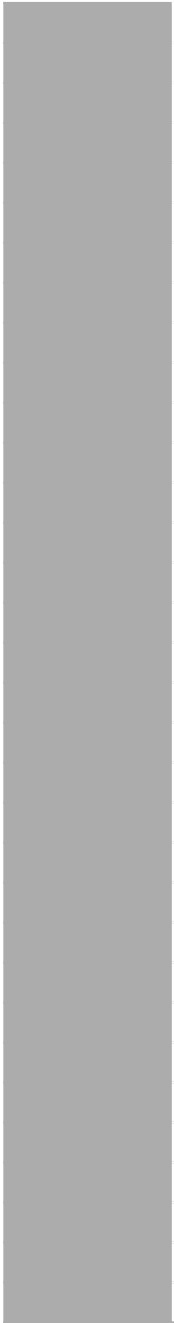
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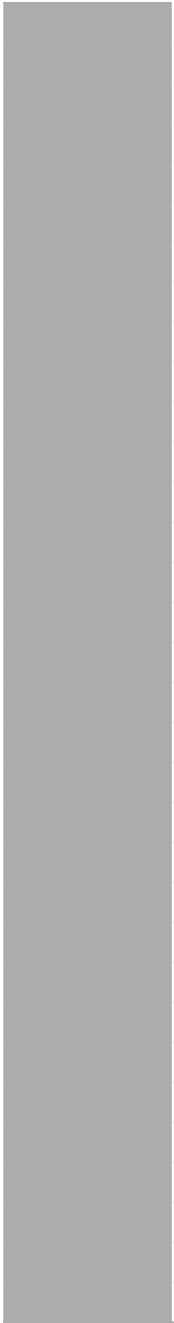
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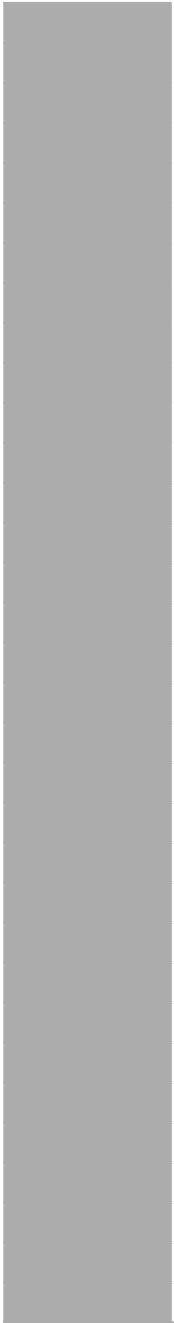
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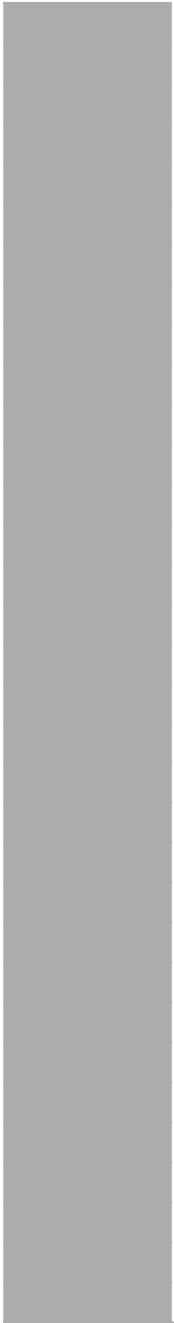
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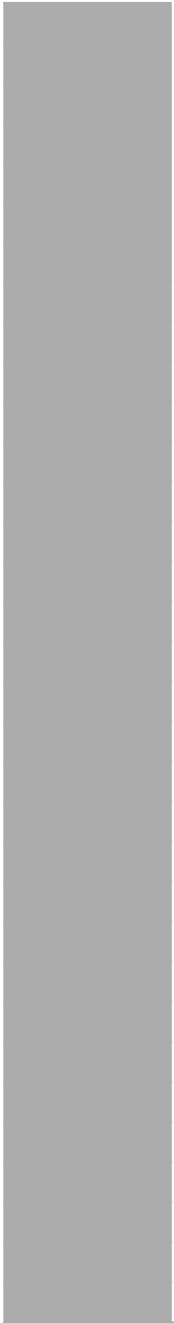
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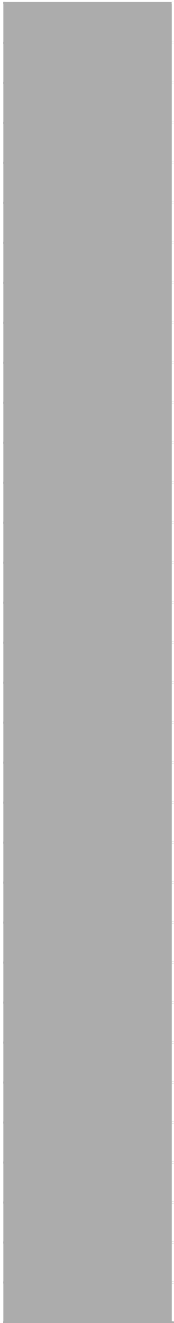
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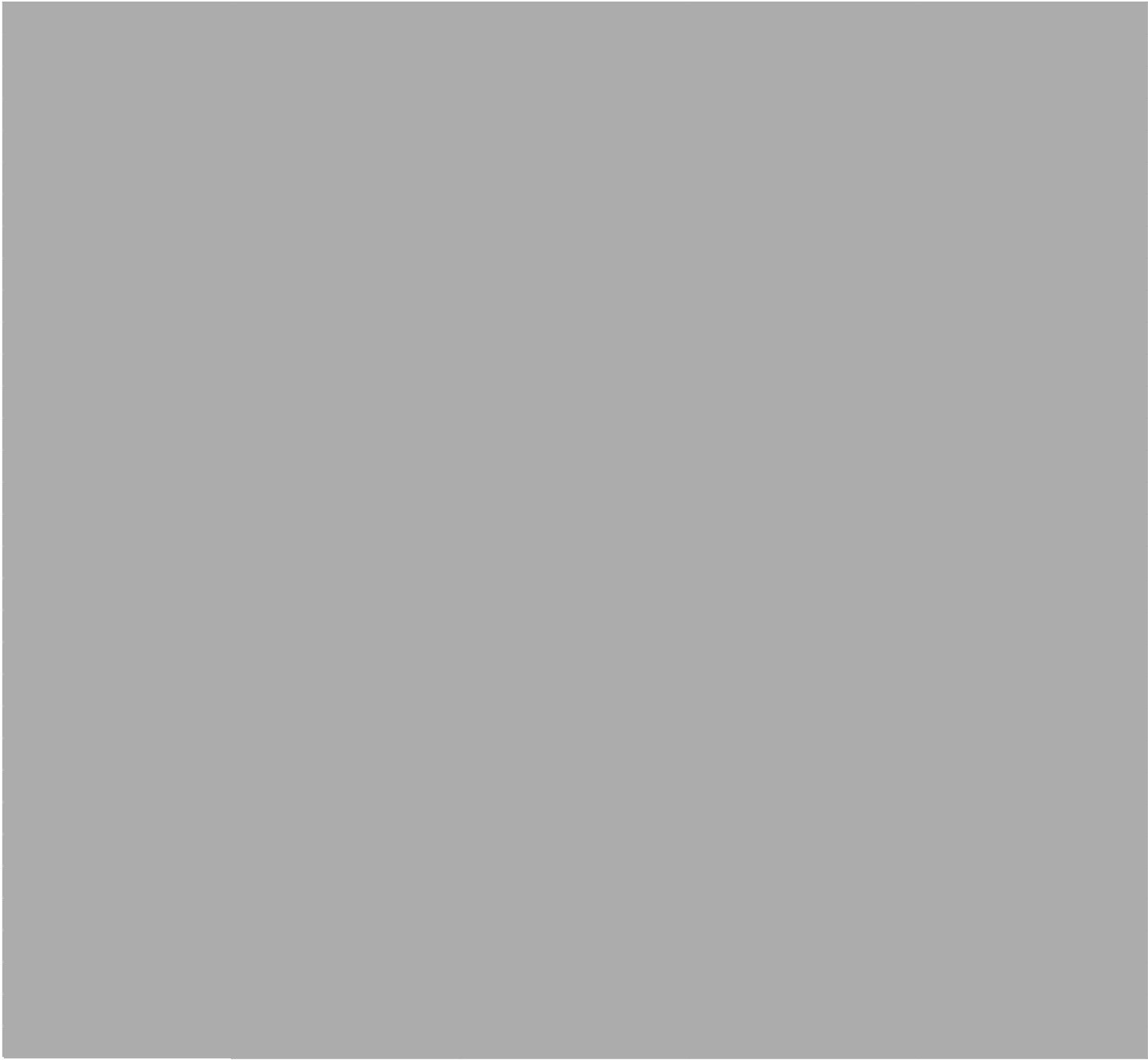
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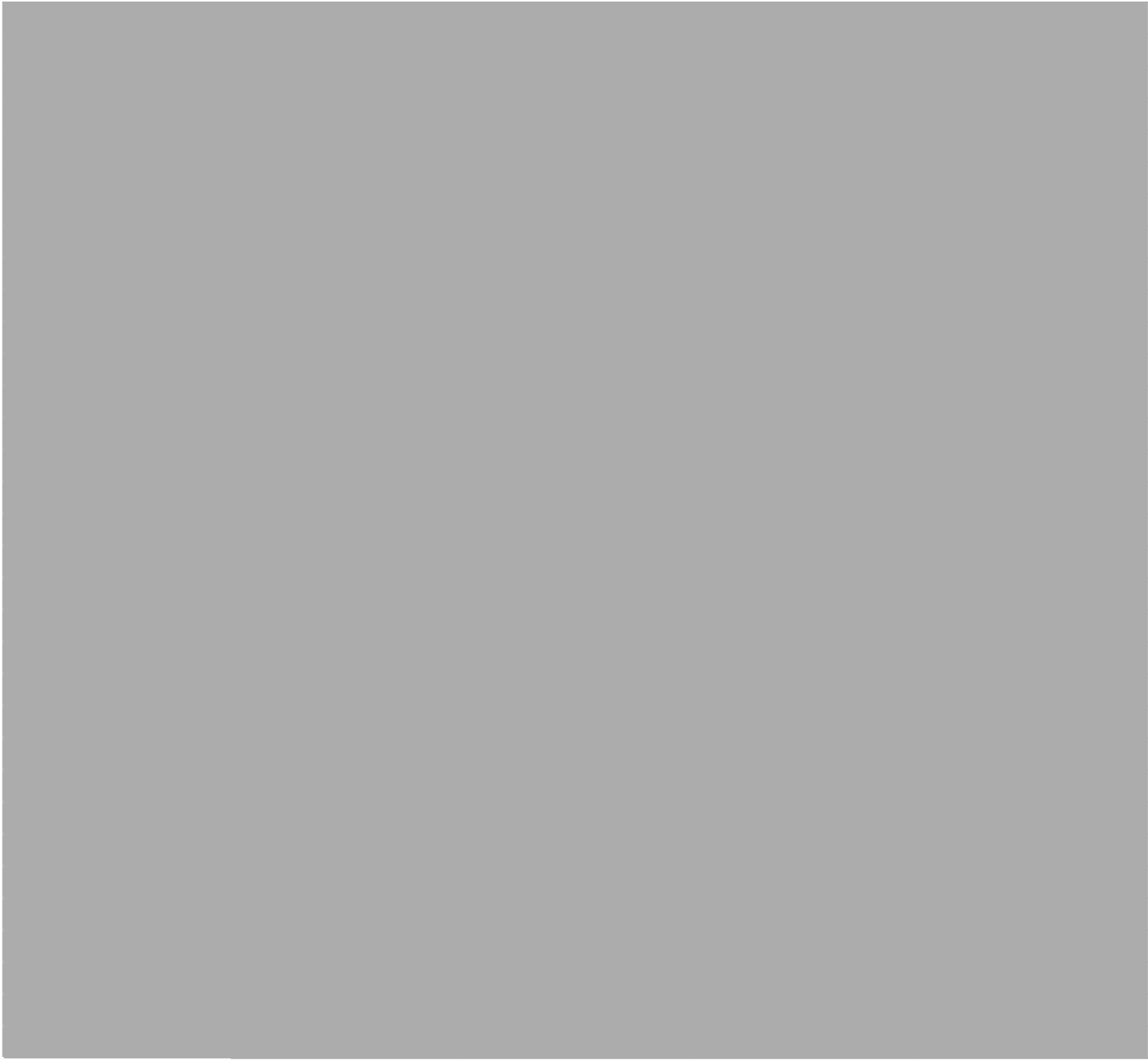
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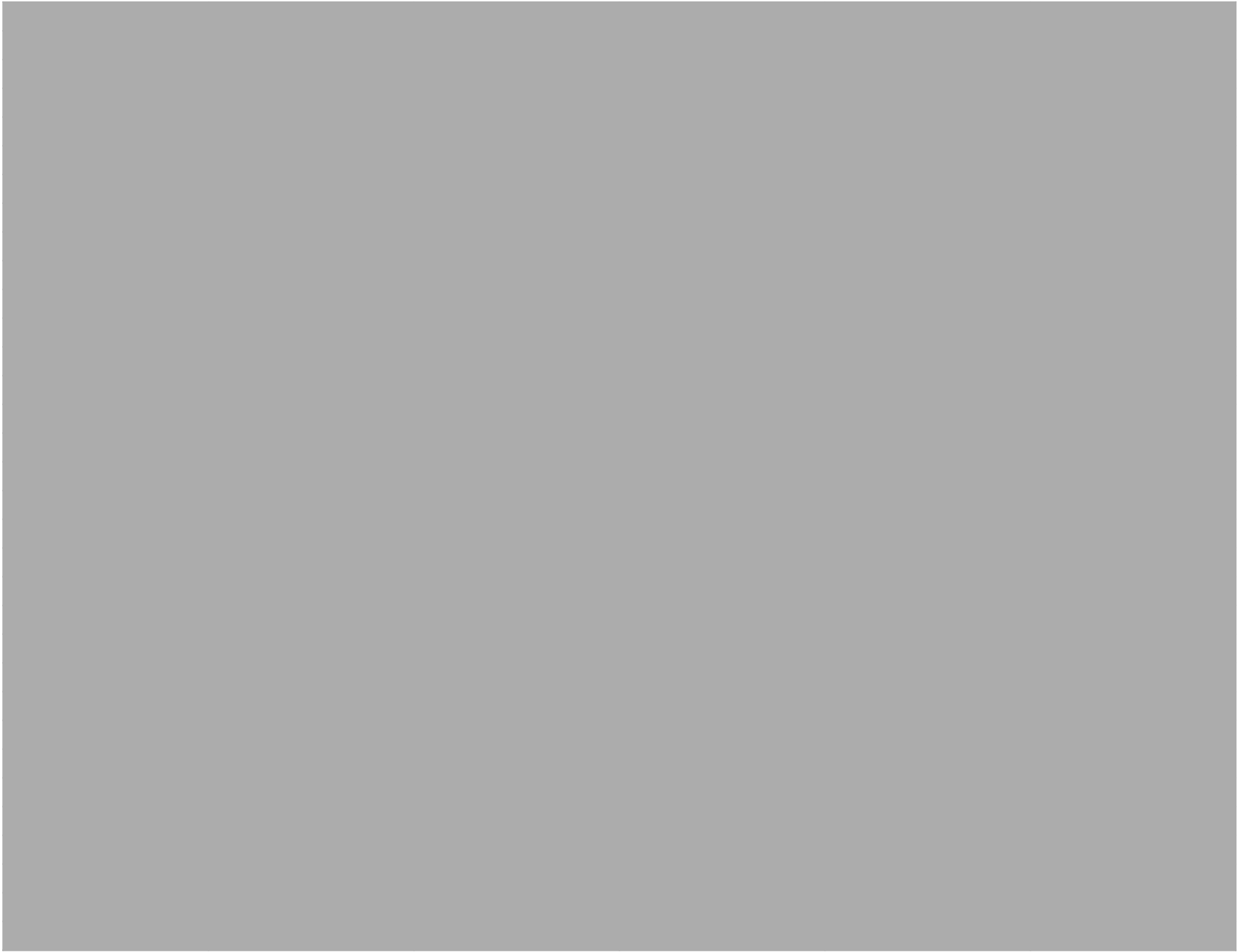






















































































































































































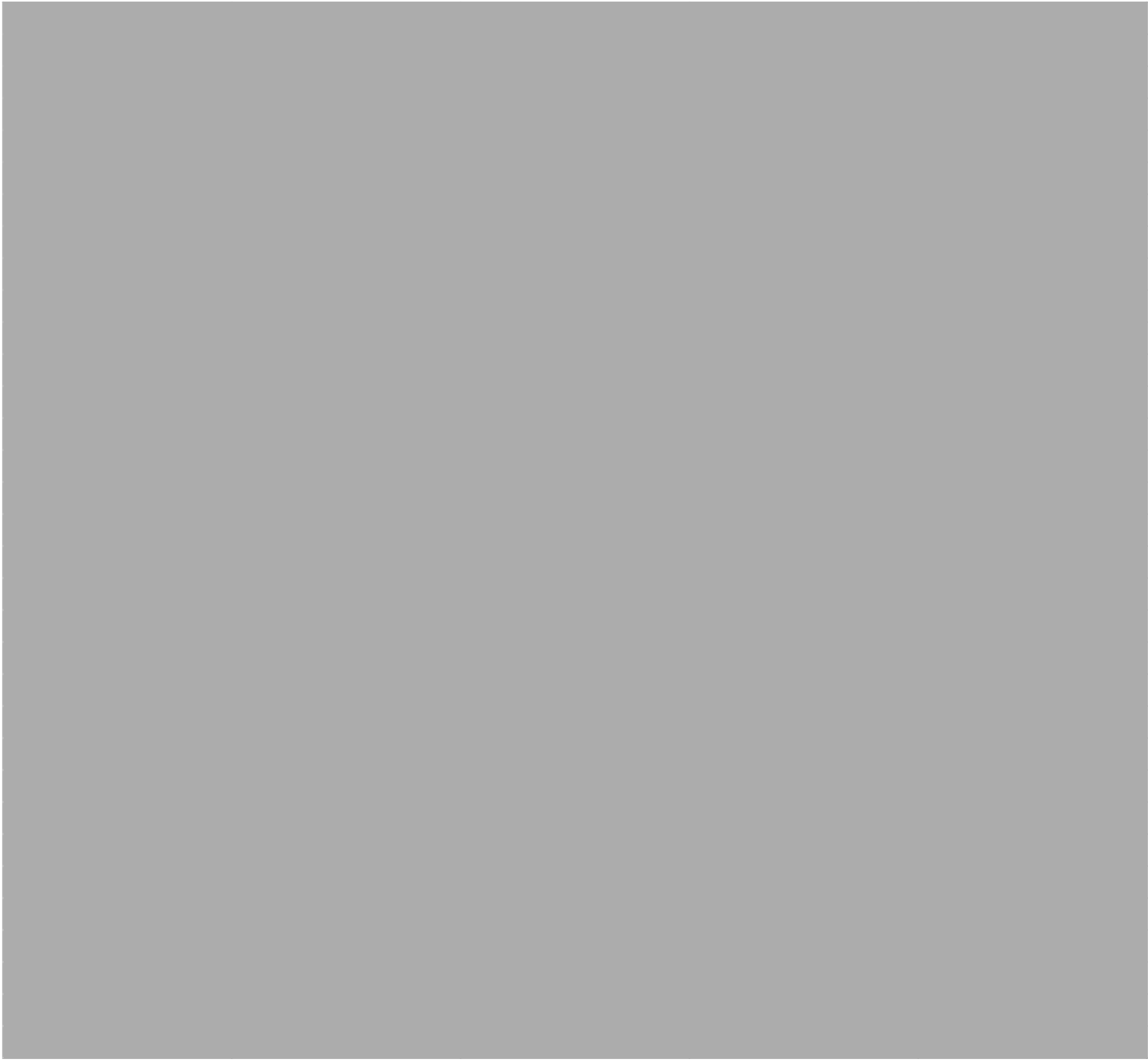






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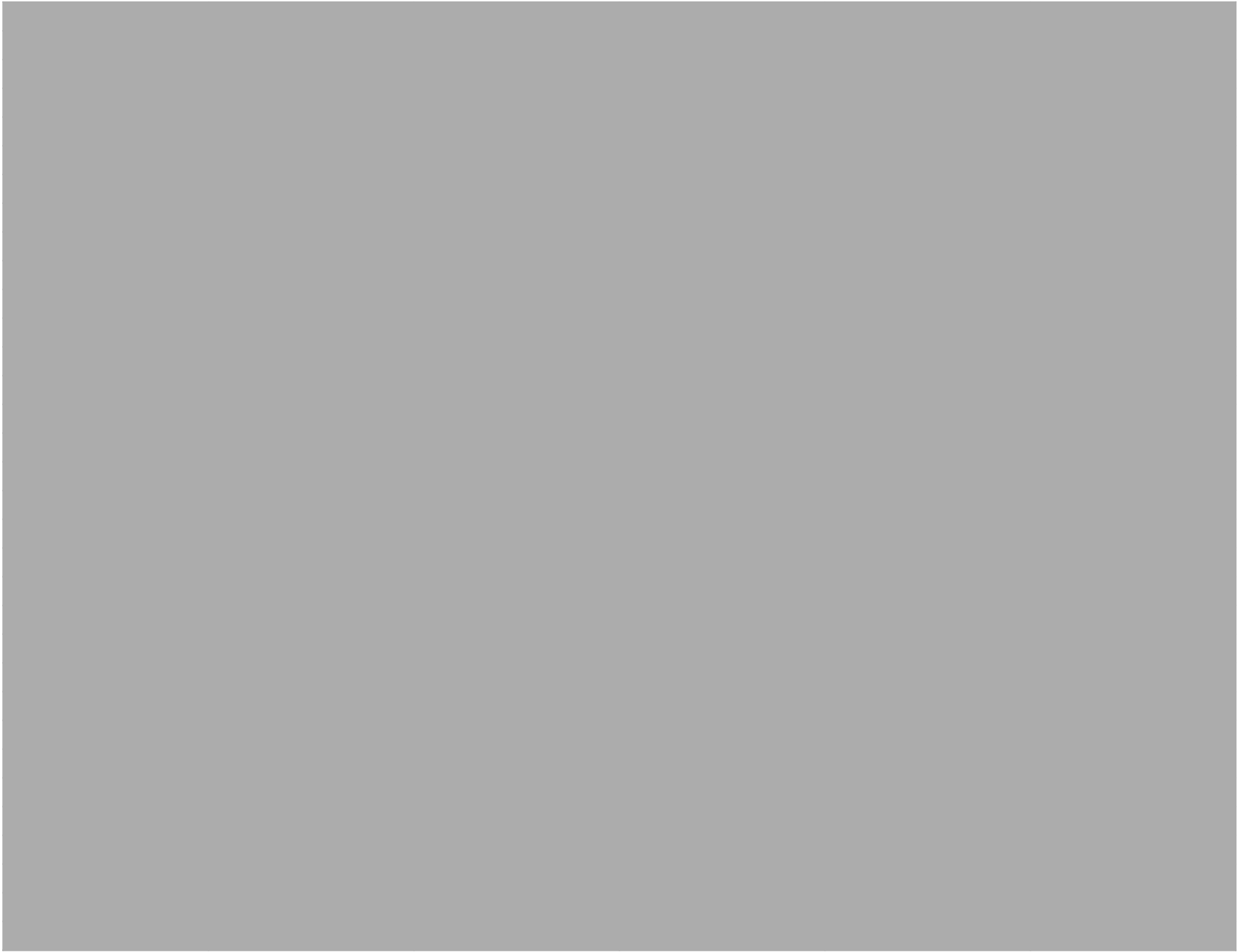






















Note: This is an optional tab and should only be used if there was not enough space for your response to field 3 a) on Tab 3. Fleet and Operations Data.

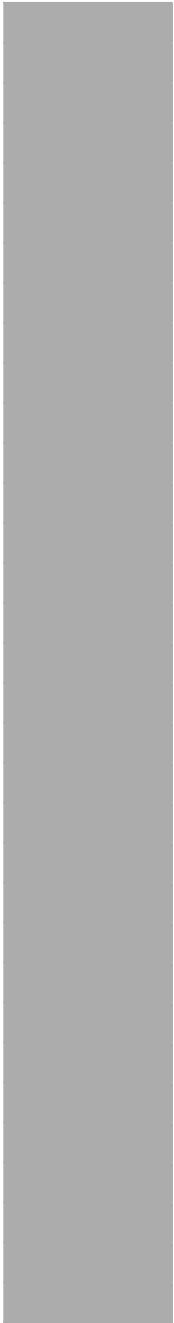
a) Fleet declaration (Long Version)

List all airplane types, including owned airplanes as well as leased airplanes, with an MTOM greater than 5 700 kg (12 566 lbs) operated on international flights, as defined in Annex 16, Volume IV, Part II, Chapter 1, 1.1.2, and Chapter 2, 2.1, at the time of submission of the Emissions Monitoring Plan as specified in Doc 8643 — Aircraft Type Designators.

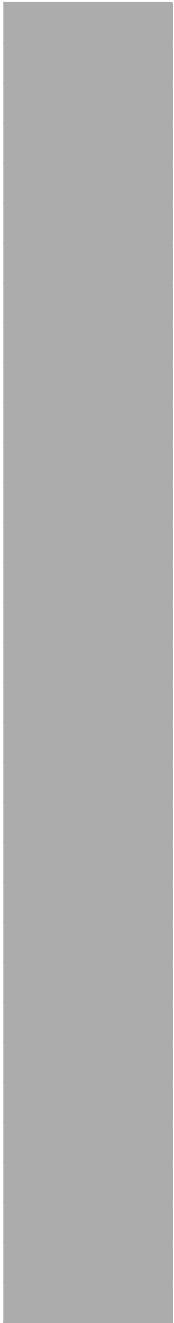
Additional information about Doc 8643 — Aircraft Type Designators can be found at:

<http://www.icao.int/publications/DOC8643/Pages/Search.aspx>

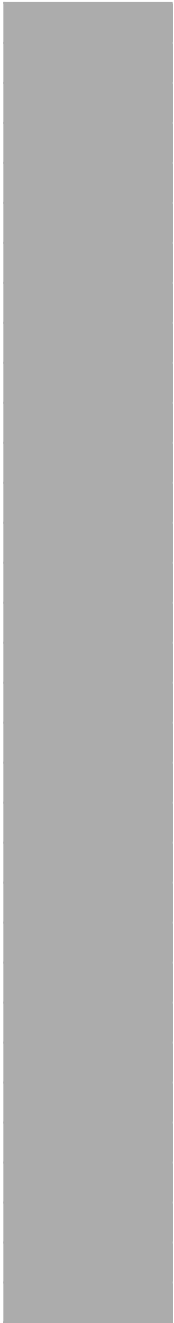
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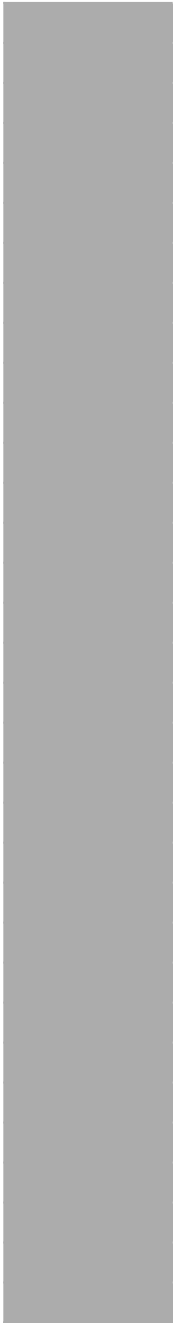
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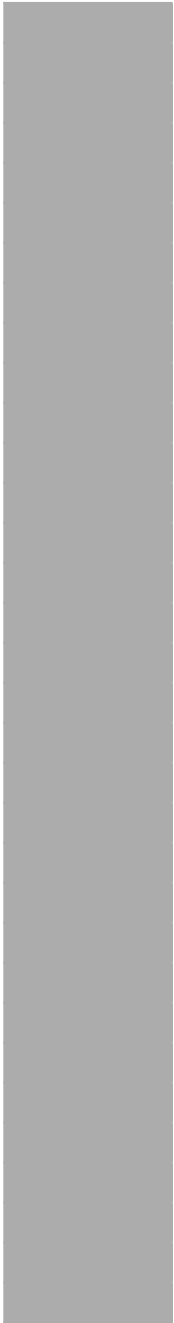
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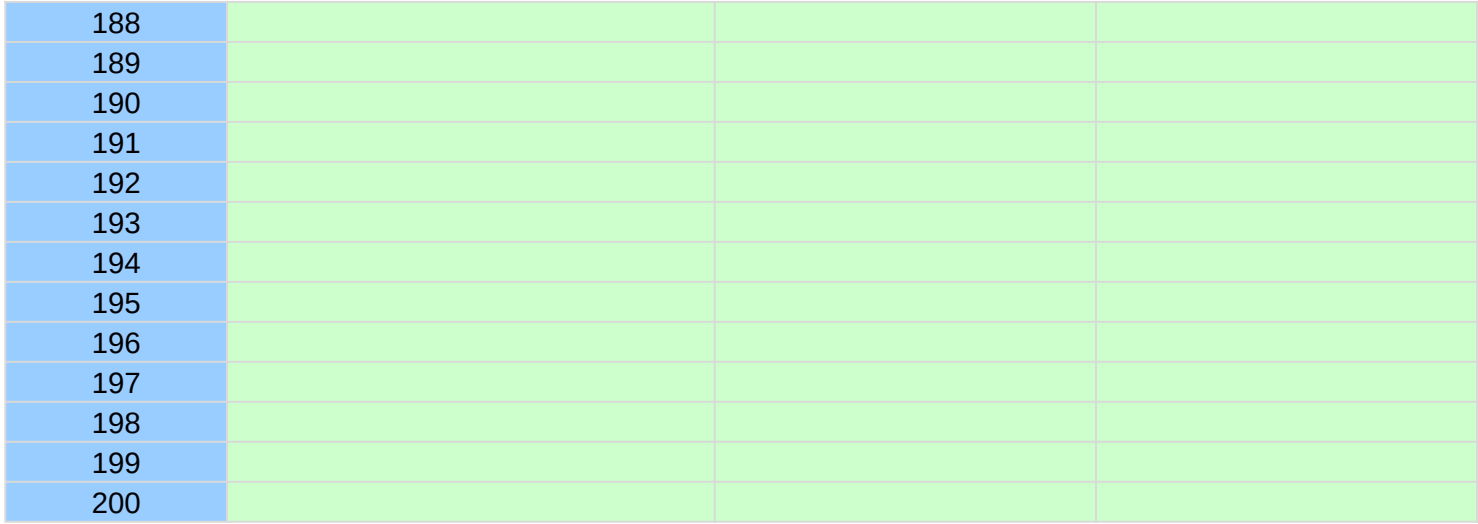
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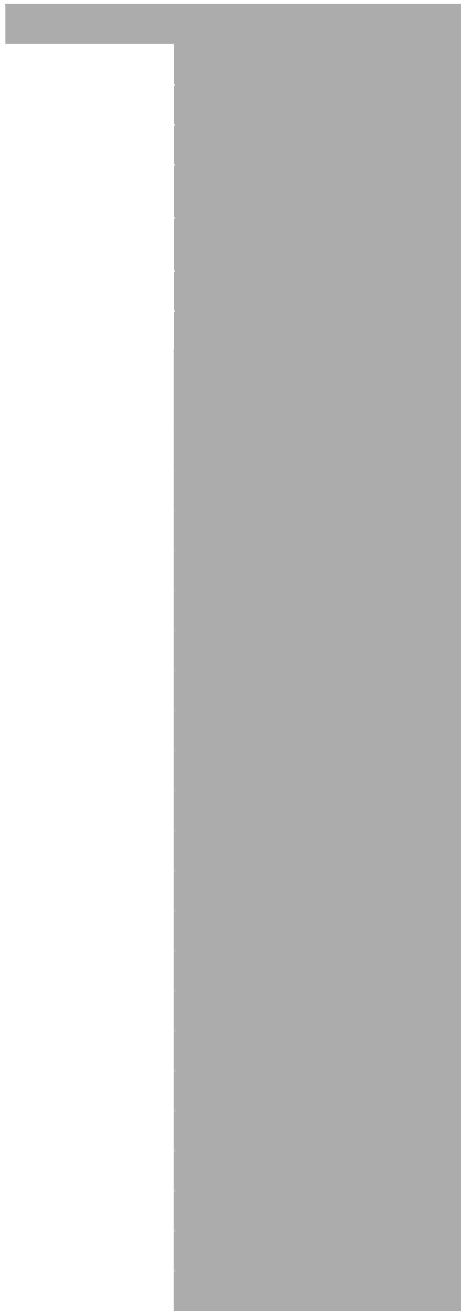
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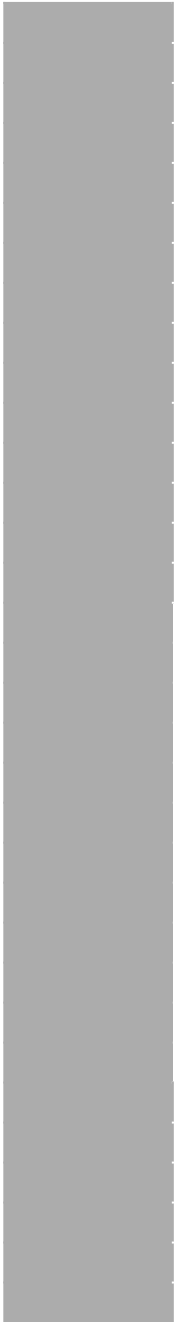
Note: This is an optional tab and should only be used if there was not enough space for your response to on Tab 3. Fleet and Operations Data.

e) List of State pairs operated by the airplane operator (Long Version)

Please list all State pairs where international flights are currently operated. If applicable, please list State pairs from the State of origin to the State of destination ().*

(For example, flights from State A to State B will require inserting a State pair A-B in the list; flights from State B to State A will require inserting a State pair B-A in the list.*

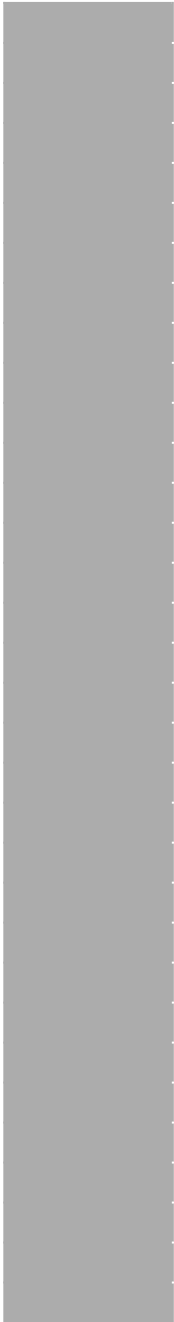
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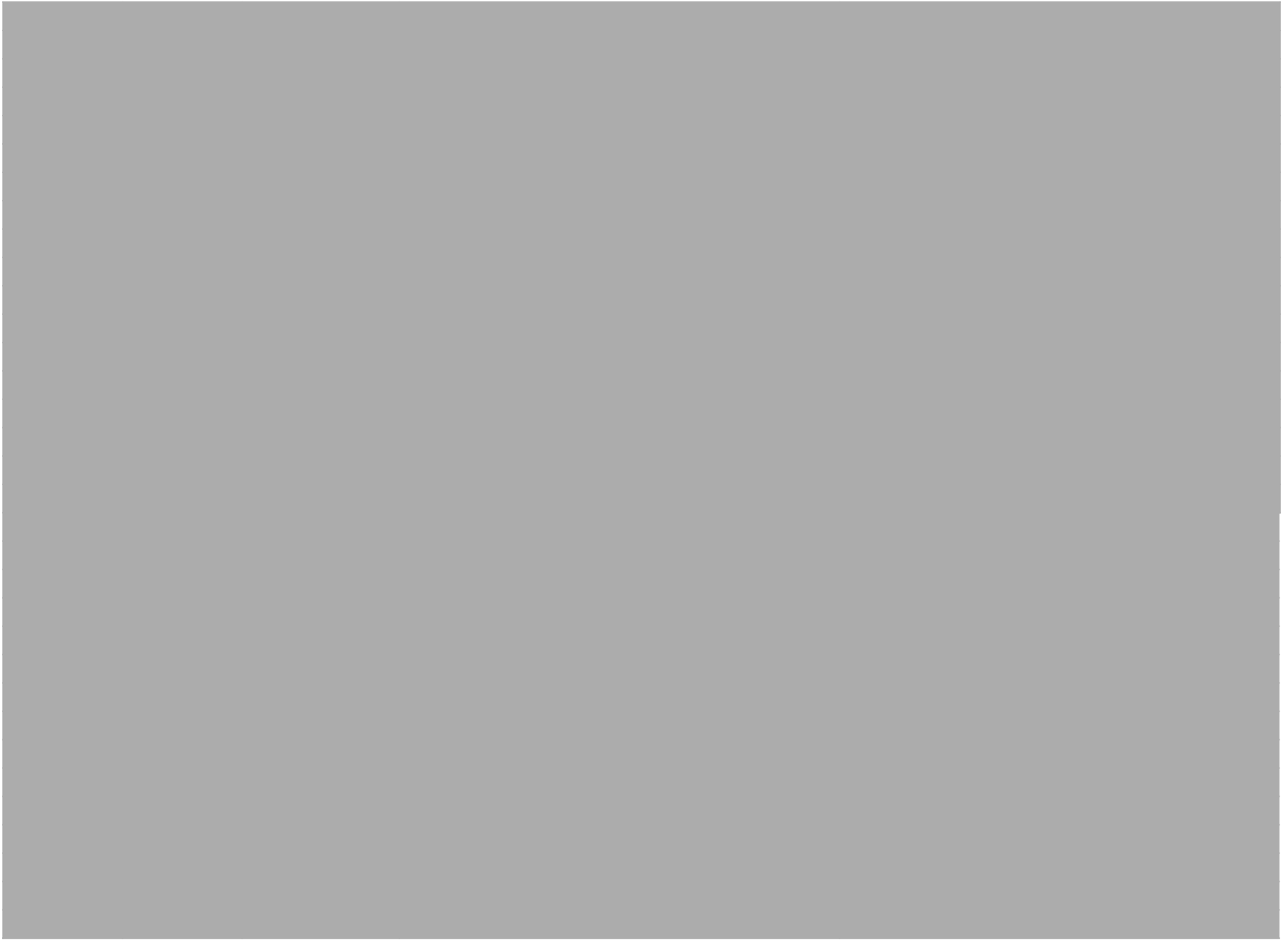
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