BELGRADE AIRPORT

Powered by VINCI AIRPORTS

Valid from: 01.01.2025.
Replace: none

–THE MODEL FOR MODULATION OF GREENHOUSE GAS EMISSION (CO2)–

As part of its environmental strategy, Belgrade Airport d.o.o. Beograd wants to encourage air carriers who use Nikola Tesla Airport in Belgrade to operate aircraft that emit less CO2 by applying carbon modulation. With that goal in mind, Belgrade Airport introduces a bonus/malus policy, as follows:

Category	Pax flight	Non-passenger flight
Baseline	9.28	23.57
Bonus: Modulation factor	0.44%	0.36%
Malus: Modulation factor	0.89%	3.39%

Method of application and calculation:
The ICAO engine emissions databank, ACERT, and CIRIUM databases will be used to determine carbon modulation.
Fuel consumption will be determined for each aircraft registration number and movement, with the engine linked to fuel burnt during the LTO cycle.
The baseline is determined as average CO2 emissions per seat -for passenger flights (or MTOW for non-passenger aircraft)
The CO2 emission of each movement per seat (or MTOW) will be compared with the baseline.
The following formula will be used to calculate carbon efficiency for each aircraft.
Carbon Modulation = (Aircraft emission- Baseline) x Modulation factor x Landing charge

- **To determine the Carbon Modulation, Belgrade Airport will use the following model.**
  - **If the emissions are higher than the Baseline, this aircraft generates a Malus applied to the landing charge.**
  - **If the emissions are lower than the Baseline, this aircraft generates a Bonus applied to the landing charge.**
  - **Multiplying this value by the percentage from the table above and a suitable landing charge (if positive = malus, if negative = bonus), will provide an amount for Carbon Modulation.**

- The bonus/Malus percentage is calculated on the landing fee.
- The modulation shown in this document applies to all types of aircraft, except for military aircraft and aircraft for the purpose of emergency medical flights.