



**NATO SUPPORT AND PROCUREMENT AGENCY  
AGENCE OTAN DE SOUTIEN ET D'ACQUISITION**



**ANNEX A to GAS (A)  
STATEMENT OF WORK (SOW)  
FOR  
GLOBAL INTO-PLANE REFUELING (IPR)  
IN SUPPORT OF WORLDWIDE MILITARY  
OPERATIONS**



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**AMENDMENT RECORD**

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RFP Version

TABLE OF CONTENTS

1. Scope ..... 6

2. Applicable Documents..... 7

3. Command and Control ..... 9

4. Planning Factors / Constraints ..... 9

5. Description of the Services Required..... 10

6. Schedules, Milestones and Operating Hours..... 14

7. Contractor Human Resources Required, Qualifications, and Language Skills..... 14

8. NSPA / Customer Furnished Facilities and Equipment ..... 14

9. Contractor Furnished Facilities and Equipment..... 14

10. CIS Requirements ..... 14

11. Security and Safety Requirements..... 15

12. Environmental Requirements..... 15

13. Data and Reports ..... 15

14. Quality Assurance and Performance Measurement ..... 16

15. Mobilization / Demobilization..... 19

16. Templates and Forms ..... 20

17. Summary of Plans, Reports and Delivery Dates..... 22

LIST of ATTACHMENTS

Attachments:

Attachment 1 – List of Requested Service Delivery Locations

Attachment 2 – List of required data for XLS transactions upload to NSPA SAP

RFP Version

## 1. Scope

- 1.1. The NATO Support and Procurement Agency (NSPA) has been tasked to develop and implement into-plane refueling services, for deployed aircraft, at various worldwide locations.
- 1.2. The SOW Annex A provides the fuel specific framework of services/activities which can be requested by the customers on the contract.
- 1.3. Attachment 1 to this SOW Annex lists potential locations for service provision. Attachment 2 provides the specific XLS format to be used for upload of the transactions/fuel deliveries performed into NSPA SAP system.
- 1.4. This SOW Annex is NOT a standalone document. It MUST and SHALL be read and used in conjunction with the Main Body SOW GAS (A).
- 1.5. Specific commercial details pertaining to each individual location (e.g. quantities, prices, products ...) as well as any location specific variations shall be detailed in the applicable location agreement.
- 1.6. Fuel receipt, fuel slip or delivery note is referring to any supportive document, produced in writing or by electronic means, accurately and clearly stating the date of receipt, time, registration number of the aircraft, aircraft type, product description, meter readings and quantity delivered in kilograms, liters or gallons.
- 1.7. Airport fees in the present document is referring to any taxes, fees or other charges, imposed by any national, local or airport authority on the delivery, sale, inspection, storage and use of fuel, except for taxes on income and on raw material.
- 1.8. A fueling disruption is defined as an event where requested fuel product is not available for delivery to the aircraft due to circumstances under control of the Contractor (e.g. all circumstances with the exception of Force Majeure).
- 1.9. A fueling delay is defined as an event where an aircraft to be refueled misses its scheduled or expected departure time or slot due to circumstances under the control of the Contractor.
- 1.10. Consumption volume estimates as well as required and optional fuel products for each location are best estimates based on tasking received from NSPA customers. It should be noted that:
  - 1.10.1. Similar services may be required at other locations not listed in Attachment 1 during the performance of the contract.
  - 1.10.2. The list of required fuel products at any location may change as per customer's requirement (e.g. supplementary product to supply, change in consumption).

1.11. Tier levels:

- 1.11.1. Expected fuel consumptions are given in the form of a fuel products consumption range (min – max) corresponding to a specific tier level.
- 1.11.2. Each location has a corresponding tier level ranged between 1 and 4.
- 1.11.3. Tier 1 is corresponding to an expected fuel products consumption from 0 to 250.000 Ltrs per year
- 1.11.4. Tier 2 is corresponding to an expected fuel products consumption from 250.000 Ltrs to 1.000.000 Ltrs per year
- 1.11.5. Tier 3 is corresponding to an expected fuel products consumption from 1.000.000 Ltrs to 5.000.000 Ltrs per year
- 1.11.6. Tier 4 is corresponding to an expected fuel products consumption above 5.000.000 Ltrs per year
- 1.11.7. NSPA reserves the right to terminate a location agreement should the effective fuel consumption be from a different tier as the contracted tier (see Par. 15.3 for termination conditions).

- 1.12. The Contractor shall provide and sustain specific services prescribed within this Annex and maintain such services in accordance with the SOW requirements.

## **2. Applicable Documents**

- 2.1. As detailed in the Main Body SOW for GAS (A), and additionally, as identified within this SOW Annex.
- 2.2. The Applicable Documents listed in this Annex and its attachments contain the various standards, against which the requested services are to be performed.
- 2.3. The contents of these standards are applicable to the extent that they are relevant to the services to be provided under this contract.
- 2.4. The most current version of the referenced documents is to be followed for contract purposes. Updates during the contract performance shall be reviewed and issues addressed as they arise from these changes.
- 2.5. The publications listed below are applicable to this contract.
  - 2.5.1. ATA Specifications 103: Standard for Jet Fuel Quality Control at Airports
  - 2.5.2. IATA Guidance Material for Aviation Turbine Fuels Specifications
  - 2.5.3. IATA Guidance Material on Standard Into-Plane Fueling Procedures
  - 2.5.4. ICAO Doc 9977

- 2.6. Joint Inspection Group Aviation Fuel Quality Control & Operating Standards
  - 2.6.1. JIG 1 Into-Plane Fueling Services
  - 2.6.2. JIG 2 Airport Depot and Hydrants
  - 2.6.3. JIG 3 Supply and Distribution
  - 2.6.4. JIG 4 Aviation Fuel Quality Control and Operating Standards for Smaller Airports
- 2.7. EI/JIG Standard 1530 Quality assurance requirements for the manufacture, storage and distribution of aviation fuel to airports.
- 2.8. Aviation Fuel Specifications
  - 2.8.1. Aviation Turbine Fuel (Civilian Grade)
    - 2.8.1.1. ASTM Standard Specification D1655 for Aviation Turbine Fuels Jet A / Jet A-1
    - 2.8.1.2. UK MoD DEFSTAN 91-91 Turbine fuel, Aviation, “Kerosene Type”, Jet A-1
    - 2.8.1.3. Canadian specification Can/CGSB-3.23-97, Aviation Turbine Fuel Jet A / Jet A-1
    - 2.8.1.4. Chinese No. 3 Jet Fuel (GB438, GB1788 and GB6537)
    - 2.8.1.5. Russian Fuels RT + TS-1 (GOST 10227-86) & Jet A-1 (GOST R52050)
  - 2.8.2. Aviation Turbine Fuel (Military Grade with FSII)
    - 2.8.2.1. NATO Standard AFLP-3747, Aviation Turbine Fuel, F-34
    - 2.8.2.2. UK MoD DEFSTAN 91-87 Turbine fuel, Aviation, “Kerosene Type”, NATO Code F-34
    - 2.8.2.3. US DoD MIL-DTL-83133J Turbine fuel, Aviation, “Kerosene Type”, JP-8 (NATO F-34)
  - 2.8.3. Aviation Gasoline
    - 2.8.3.1. ASTM Standard Specification D910 for Leaded Aviation Gasoline, Grade 100 / Grade 100LL
    - 2.8.3.2. UK MoD DEFSTAN 91-90 Gasoline Aviation, AVGAS 100 / AVGAS 100LL



### **3. Command and Control**

- 3.1. As detailed in the Main Body SOW for GAS (A), and additionally, as identified within this SOW Annex.

### **4. Planning Factors / Constraints**

- 4.1. As detailed in the Main Body SOW for GAS (A), and additionally, as identified within this SOW Annex.
- 4.2. The Contractor shall confirm the availability of services/products and schedule the transaction IAW the following timelines:
  - 4.2.1. Schedule of Aviation Turbine Fuel Into-Plane Refueling (Civilian or Military grade fuel products as per contractual agreement(s)) at any commercial sites under contract within 60 min.
  - 4.2.2. Arrange and schedule AVGAS/F-18 Flight Line Refueling at any commercial sites under the contract within 48 hours.
- 4.3. NSPA will provide a unique registration number for each request and the Contractor is required to use and/or link this number with the applicable fuel order/request confirmation.
  - 4.3.1. Each Fuel request will be linked to an authorized airport services card and customer (e.g. contact details incl. e-mail address). Key information provided on every fuel requests are listed at Par 0.
  - 4.3.2. The contractor shall communicate fuel order / request confirmation via e-mail to the requestor. NSPA shall remain informed of any communication between the contractor and the end-users.
  - 4.3.3. The contractor shall support fuel requests at multiple locations for a single flight with a MAIN location (e.g. flight destination) and ALTERNATE location(s) (e.g. back-up location(s) in case of any reason for re-routing).
  - 4.3.4. NSPA reserves the right to provide access for the contractor to the customer request portal (e.g. Vendor Interface) in order to manage (Acknowledge/Schedule) fuel requests from authorized customers.
- 4.4. In the event that a request for refueling cannot be met, partially or in full, or by the due date or time, the Contractor shall notify NSPA and the requesting customer immediately.
- 4.5. NSPA reserves the right to request Into-Plane Refueling from other sources / suppliers, as it deems necessary to satisfy customer's requirements.
- 4.6. NSPA will work with the Customer to provide provisional fuel requirement forecasts to assist the Contractor with their supply chain.

#### 4.7. Meters and Fuel acceptance.

- 4.7.1. The Customer is responsible for confirming receipt of quantity of fuel ordered/received. The meter of record will be the Contractor's meter. Compensated volume calculations/readings (e.g. 15°C) presented on the delivery ticket (if applicable) shall have precedence on ambient temperature volume for invoicing purposes.
- 4.7.2. The Contractor's fuel measurement shall be accepted as evidence of the fuel delivered. NSPA is entitled to check the accuracy of the instruments used by the contractor upon prior notice and in coordination with the Contractor. Determinations of quantities made in accordance with international industry practices shall be binding.
- 4.7.3. The unit of measure for this contract is the Liter. The Contractor shall refer to Liter quantities on reports and invoices. Delivery ticket's quantities in USG or Kilograms are acceptable. If the delivery ticket refers to USG or Kilograms only, then the Contractor shall apply standard conversion factors (1 USG = 3,78541 Ltrs – 1.000 Kg (1 Metric Ton) = 331 USG). Invoices shall always refer to the Liter quantity of the transaction.
- 4.7.4. Contractor shall refer to rounded Liter quantities on reports (e.g. no decimal), delivery tickets and invoices and apply the standard rounding rules.

### **5. Description of the Services Required**

- 5.1. As detailed in the Main Body SOW for GAS (A), and additionally, as identified within this SOW Annex.
- 5.2. The Contractor shall provide Into-Plane Refueling services for civilian and military grades aviation fuel at locations worldwide. Specific grades and expected consumptions requirements are provided by NSPA and shall be reflected by the contractor in respective location agreements.
  - 5.2.1. Volumes per location are best estimated and no guarantee of future requirements (no commitment from NSPA and/or customer) intended to serve only as a guide for the contractor to assess the feasibility to support NSPA operations with regards to the on-location available capabilities/resources.
  - 5.2.2. Should another fuel grade be requested at a specific location by NSPA during contract performance, the contractor shall make best effort in order to provide a quotation and source the requested fuel grade.
- 5.3. The contractor shall ensure that the fuel supplied to the customers is in compliance with the following specifications and requirements:
  - 5.3.1. Aviation Turbine Fuel (Civilian Grade) shall meet one of the specifications listed in the IATA Guidance Material for Aviation Fuels Specifications

- 5.3.1.1. ASTM Standard Specification D1655 for Aviation Turbine Fuels Jet A / Jet A-1
- 5.3.1.2. UK MoD DEFSTAN 91-91 Turbine fuel, Aviation, “Kerosene Type”, Jet A-1
- 5.3.1.3. Canadian specification Can/CGSB-3.23-97, Aviation Turbine Fuel Jet A / Jet A-1
- 5.3.1.4. Chinese No. 3 Jet Fuel (GB438, GB1788 and GB6537)
- 5.3.1.5. Russian Fuels RT + TS-1 (GOST 10227-86) & Jet A-1 (GOST R52050)
- 5.3.2. Aviation Turbine Fuel (Military Grade with FSII) shall meet one of the specifications listed hereunder:
  - 5.3.2.1. NATO Standard AFLP-3747, Aviation Turbine Fuel, F-34
  - 5.3.2.2. UK MoD DEFSTAN 91-87 Turbine fuel, Aviation, “Kerosene Type”, NATO Code F-34
  - 5.3.2.3. US DoD MIL-DTL-83133J Turbine fuel, Aviation, “Kerosene Type”, JP-8 (NATO F-34)
- 5.3.3. Aviation Gasoline shall meet one of the specifications listed hereunder:
  - 5.3.3.1. ASTM Standard Specification D910 for Leaded Aviation Gasoline, Grade 100 / Grade 100LL
  - 5.3.3.2. UK MoD DEFSTAN 91-90 Gasoline Aviation, AVGAS 100 / AVGAS 100LL
- 5.3.4. The fuel shall meet the requirements, if any, set by the governmental regulatory authority with jurisdiction at the specific contracted location. Should any of these requirements lead to deviation from the agreed specification, the contractor shall notify NSPA to request prior permission for fuel delivery.
- 5.4. Should the contractor be unable to provide fuel product(s) in accordance with Par. 5.3, any other supply specification requires written approval by NSPA and a complete specification must be attached to the specific location agreement.
- 5.5. Into-Plane refueling provision:
  - 5.5.1. Unless otherwise specified in the respective location agreement, fuel shall be delivered into customer’s aircraft according to IATA Guidance Material on Standard Into-Plane Fueling Procedures.
  - 5.5.2. The contractor shall be able to schedule any contracted product in accordance with Par. 4.2. Any temporary or permanent non-availability of any product or service shall be communicated to NSPA immediately.

- 5.5.3. Attendance of the contractor, its subcontractor or fueling agent representative is expected as per the customer demanded timeline for IPR services provision in the transmitted fuel request. Should no timeline be provided, the contractor shall use best endeavor to guarantee direct attendance of the refueler upon aircraft arrival at parking position.
- 5.5.4. The contractor shall ensure timely refueling of customer's scheduled aircraft and take all reasonable measures not to delay customer's Aircraft's departure. If scheduled Aircraft arrives ahead of its scheduled time of arrival, or late, or is operating a regular non-scheduled flight, the contractor shall make best effort to promptly refuel the customer's Aircraft.
- 5.5.5. NSPA will not hold the Contractor responsible of any flight delay due to unplanned flight activities (e.g non/off-schedule flights, non-communicated tail swaps, customer requested defuels, ATC delayed flights or any maintenance related fuel activities (non-operative gauges, etc.)).
- 5.5.6. Title to and risk of loss of fuel shall pass to the customer at the time the fuel passes the inlet coupling of the receiving aircraft.
- 5.5.7. The Contractor and its subcontractors shall be able to provide refueling in accordance with IATA levels of service ranging from 1 to 3.
- 5.5.8. The customers should also be able to request on-site defueling (no prior notice) as part of the service provision on this contract.
  - 5.5.8.1. The fuel so removed from customer's aircraft shall be disposed of or stored as agreed by the end-user on-site (e.g. crew). In case of re-issuance of the fuel, the contractor shall ensure that the stored fuel is On-specification and free of any contamination.
  - 5.5.8.2. The contractor shall pass to NSPA full details and all information and cost related to the defueling and associated activities and services (e.g. storage costs, re-issue, etc.). No fuel products cost should be charged for re-issuance of fuel subsequent to a defueling.
  - 5.5.8.3. The contractor may charge an extra flat processing fee related to each defueling operation (incl. all activities related to a single A/C defueling).
  - 5.5.8.4. If, however, defueling is necessary due to Contractor's fault or negligence (e.g. delivery of Off-Spec. and/or contaminated fuel or delivery of larger quantity than agreed upon), defueling shall be performed at contractor's sole cost and expense.

5.6. Service Support:

- 5.6.1. The contractor shall provide a customer Service Support to any locations (remote support is acceptable) as part of the current contract services provision (e.g. with an active location agreement).

5.6.2. The contractor shall provide technical support (e.g. Into-Plane Refueling Subject Matter Experts) to assist NSPA if and as required on any technical issue, enquiry, demand and request for information related to contracted services provision.

5.6.2.1. All requests for technical support shall be acknowledged within 24 hours.

5.6.2.2. The contractor shall use its best endeavor to provide requested information to NSPA in a in a timely manner without impact on operations / mission.

5.7. Quality Assurance:

5.7.1. Quality assurance related requirements are listed in Par. 14 of this Annex.

5.8. Administrative Support:

5.8.1. The Contractor shall provide details for each transaction performed in a format that NSPA will provide known as a Retail Sale Transaction.

5.8.2. The request number and Airport Services card number used shall enable NSPA and the customer to monitor transaction details and information on location.

5.8.3. Each transaction shall be formally documented (e.g. Fuel delivery receipt/slip/ticket). The contractor shall enforce their local provider/fueling agent/sub-contractor to request proper signature of the fuel delivery ticket by the customer on-site.

5.8.4. The contractor shall provide the summary of documented transactions (e.g. invoices) on a weekly basis in a specific format (XLS template) given in attachment 2.

5.8.4.1. NSPA reserves the right to adapt the format of the XLS template during the performance of the contract. Any update will be communicated to the contractor with a reasonable notice.

5.8.4.2. The XLS transactions summary shall be considered as a working document to facilitate the processing of the invoices. In case of discrepancy between the values presented on the invoice or fuel receipt and in the XLS, the former shall prevail.

5.8.5. NSPA reserves the right to reject any transaction if the delivery can't be validated by the end-user and/or that the proof of delivery does not have the required customer's representative signature.

5.8.5.1. NSPA will make every effort to receive confirmation of unsigned delivery tickets from the customers.

5.8.5.2. Should this situation result in a delay exceeding the contractual payment terms, the contractor is not entitled to any late payment indemnity.

5.8.6. The contractor shall provide updated pricing list for contracted locations not later than the start of the new pricing period + 5 calendar days. Should the airport fees be a separate element of the formula price, any change of those fees shall be reflected in the updated pricing list and notified to NSPA.

## **6. Schedules, Milestones and Operating Hours**

6.1. As detailed in the Main Body SOW for GAS (A), and additionally, as identified within this SOW Annex.

6.2. The Contractor shall ensure services are commensurate with the operational requirements and may be required to adjust service posture swiftly in response to developing situations.

## **7. Contractor Human Resources Required, Qualifications, and Language Skills**

7.1. As detailed in the Main Body SOW for GAS (A), and additionally, as identified within this SOW Annex.

7.2. The Contractor shall provide qualified and competent personnel in suitable numbers and with the required qualifications in order to perform all the requirements of the SOW Main Body and this Annex.

7.3. NSPA does not require the Contractor to maintain 24/7 availability at all contracted locations, but they shall have the capability to coordinate the requirements and any changes with the local authorities, fueling agents and/or subcontractors when required.

## **8. NSPA / Customer Furnished Facilities and Equipment**

8.1. As detailed in the Main Body SOW for GAS (A), and additionally, as identified within this SOW Annex.

## **9. Contractor Furnished Facilities and Equipment**

9.1. As detailed in the Main Body SOW for GAS (A), and additionally, as identified within this SOW Annex.

## **10. CIS Requirements**

10.1. As detailed in the Main Body SOW for GAS (A), and additionally, as identified within this SOW Annex.

## **11. Security and Safety Requirements**

- 11.1. As detailed in the Main Body SOW for GAS (A), and additionally, as identified within this SOW Annex.

## **12. Environmental Requirements**

- 12.1. As detailed in the Main Body SOW for GAS (A), and additionally, as identified within this SOW Annex.
- 12.2. The Contractor shall carry out all operations with due care to environmental issues, in accordance with local and accepted international guidelines and best practice.
- 12.3. The Contractor shall be responsible for any waste generated and hold title and risk of loss of the fuel till the time the fuel passes the inlet coupling of receiving aircraft.
- 12.4. Should a Hazardous Material (HAZMAT) spill occur during Contractor or sub-contractor activities, the Contractor shall ensure prompt actions are taken to contain the spill and notify the required authorities.

## **13. Data and Reports**

- 13.1. As detailed in the Main Body SOW for GAS (A), and additionally, as identified within this SOW Annex.
- 13.2. Invoicing:
- 13.2.1. The Contractor shall provide all reports and delivery certificates in the specific format and in a timely manner. The contractor shall make best effort to collect and provide all proof-of-service-delivery documents within two weeks of the completion of the transaction to NSPA.
- 13.2.2. The contractor shall produce a separate invoice for every fuel uplift.
- 13.2.3. The contractor shall send all processed invoices to NSPA on a weekly basis.
- 13.2.4. Invoices shall clearly identify contractual price cost of the fuel product.
- 13.2.5. Invoices shall contain sufficient key information to allow NSPA to link a specific customer request to its respective invoice. Mandatory key information are listed at Par. 16.4.
- 13.2.6. Should the formula price include airport fees as a separate element, those fees shall be passed to NSPA and separately listed on the invoice.
- 13.2.7. Invoices shall be issued and payment shall be reflected in United States Dollar (USD).

13.3. The Contractor shall have the necessary level of data automation to:

- 13.3.1. Register and track all customers / Airport Services cards provided information.
- 13.3.2. Provide a unique tracking number for each fuel order request and cross-reference with the NSPA request number.
- 13.3.3. Provide invoices in a format which can be processed by NSPA and its SAP system (Attachment 2 to this Annex). The current invoicing mechanism supports one invoice per transaction, but it might change in the future.
- 13.3.4. Collect and provide a scanned and legible copy of each proof of delivery documents (fuel slip/delivery ticket).
- 13.3.5. Adequately price fuel uplifts invoices in accordance with contractual agreements and effective PLATTS pricing.

#### **14. Quality Assurance and Performance Measurement**

14.1. As detailed in the Main Body SOW for GAS (A), and additionally, as identified within this SOW Annex.

14.2. The contractor shall ensure that fuel is not contaminated and that the quality of fuel products delivered to the end-users at the point of delivery meets the requirements set out in Par. 5.3. of this Annex. For this purpose, the contractor shall ensure that the policies, standards, procedures and any other practices recommended in Section 5.3 of ICAO Doc 9977 are implemented and adhered to by the contractor, contractor's agents, suppliers, operators and any other parties engaged in the operation and/or supply of fuel and associated services

14.3. Inspections, Surveillances and Quality Audits:

14.3.1. NSPA or its representative(s) shall have the right to perform an audit, surveillance(s) or inspection(s) of:

14.3.1.1. The manual and operating procedures of the contractor or the contracted fueling agent / delivering entity.

14.3.1.2. Contractor / sub-contracted fueling agent records on quality control and checks on the fuel products.

14.3.1.3. Contractor / sub-contracted fueling agent operational standards of airport storage and airport distribution system.

14.3.1.4. Contractor / sub-contracted fueling agent refueling services at the aircraft.

14.3.2. An (technical) audit, surveillance or inspection shall be made during normal working hours. NSPA shall give prior notice and shall use its best endeavors not to hinder, delay or disrupt Contractor's, its fueling agent's and/or subcontractor's activities



14.3.3. NSPA or its representative shall have the right to obtain samples of the Fuel intended to be delivered to any end-user, to be taken by Contractor or Contractor's representative with NSPA having the right to be present. NSPA shall give the Contractor reasonable advance notice of its intention to obtain samples. The taking of samples shall be carried out in accordance with the applicable fuel quality standards.

14.4. Performance Measurement and Feedback:

14.4.1. Key Performance Indicators (KPI) are comparative metrics used to assess Contractor performance in any area NSPA or the customer desires to review, gather performance data on, or provide feedback to the Contractor.

14.4.2. KPI's are developed from all contract requirements with primary focus on project critical success factors. KPI's don't relieve the Contractor from all others SOW requirements and obligations.

14.4.3. All KPI's are subject to a quarterly rating being POOR, MARGINAL or GOOD based on objective evaluation of the Contractor performance.

14.4.4. The following KPI's have been identified with the subsequent rating's levels:

14.4.4.1. Single Card acceptance at contracted locations (IPR#1):

- **GOOD:** Airport Services Cards are accepted at all contracted locations for scheduled and unscheduled fuel deliveries 100% of the time. The on-site fueling agent and/or subcontractors are fully aware of how to use the Airport Services Card and services/products provision is performed swiftly.
- **MARGINAL:** Airport Services Cards are accepted at all contracted locations for scheduled fuel deliveries 100% of the time. For unscheduled fuel deliveries, the contractor is able to assist after NSPA confirmation and schedule the refueling within max 60 min.
- **POOR:** Non-acceptance of the Airport Services Cards for at least one scheduled fuel delivery (e.g. NSPA assistance required) and/or contractor unable to assist within the requested timeframe for unscheduled fuel uplifts.

14.4.4.2. Fuel Quality (IPR#2)

- **GOOD:** The contractor is able to provide requested fuel grade On-Spec with no contamination. All required technical documentation is provided on request in accordance with the SOW and contract requirements.
- **POOR:** The contractor fails to comply with the GOOD criteria for the IPR#2 KPI at least one fuel uplift on the quarterly evaluation period.

#### 14.4.4.3. One-Stop shop for the customer (IPR#3)

- **GOOD:** The contractor is updating and providing NSPA with any change of availability of authorized optional products and services at contracted locations. All required products are available on contract.
- **MARGINAL:** Non-availability of any required product or service is communicated to NSPA with a remediation plan to fix, mitigate and avoid future temporary disruption of service. Non-availability of any optional service or product is communicated prior to customer's request **90%** of the time based on a quarterly average.
- **POOR:** Any non-compliance with GOOD or MARGINAL criteria for IPR#3 KPI, any flight delay due to a non-communicated disruption of any product or service.

#### 14.4.4.4. Transparent and accurate invoicing (IPR#4)

- **GOOD:** The contractor's invoices are providing the required level of details and transparency on the services/products delivered. Fees, charges and taxes (if applicable) are presented as per the SOW requirements. The contractor is providing appropriate and legible supporting documentation with all invoices.
- **MARGINAL:** The contractor is able to comply with GOOD criteria for IPR#4 KPI **95%** of the time based on a quarterly average. For those invoices not complying with the GOOD criteria, the contractor adequately responded and provided the missing information and/or documentation upon NSPA notification of non-compliance.
- **POOR:** The contractor is not able to comply with GOOD criteria for IPR#4 KPI at least **95%** of the time based on a quarterly average and/or the contractor is not able to provide appropriate and/or legible supporting documents for at least one invoice.

#### 14.4.4.5. Responsiveness (IPR#5)

- **GOOD:** The contractor is able to comply with the SOW timelines for scheduling of requests **100%** of the time. All requests for technical support are responded to in accordance with the pertinent chapters of the SOW and its Annexes.
- **MARGINAL:** The contractor is able to comply with the SOW timelines for scheduling of requests at least **95%** of the time. For those requests where the Contractor has not met the SOW scheduling timelines, the Contractor has still responded and no flight delays occur. All requests for technical support are responded to in accordance with the pertinent chapters of the SOW and its Annexes.
- **POOR:** Any non-compliance with GOOD or MARGINAL criteria for IPR#5 KPI.

14.4.5. The Contractor's compliance to the SOW requirements (e.g. Main Body + applicable annexes) will be evaluated quarterly against the KPI's. NSPA personnel will perform these evaluations based on results of inspections, audits, verifications and monitoring of Contractor activities.

14.4.6. The Contractor will receive quarterly feedback on this evaluation and shall take corrective actions if required.

## **15. Mobilization / Demobilization**

15.1. As detailed in the Main Body SOW for GAS (A), and additionally, as identified within this SOW Annex.

### **15.2. Mobilization:**

15.2.1. The contractor shall notify its on-site fueling agents and/or subcontractors of specific NSPA conditions related to the service provision (e.g. level of service, signature of the fuel delivery tickets ...) prior Start of Service.

15.2.2. The contractor shall empower the NSPA airport services card by its on-site fueling agents and/or subcontractors at contracted locations.

15.2.3. The contractor shall notify NSPA once mobilization has been performed at all contracted locations. Service provision shall not start at any location prior that mobilization has been confirmed by the contractor.

### **15.3. Demobilization/Termination:**

15.3.1. NSPA may terminate any location agreement at any time upon one month prior written notice in the event that:

15.3.1.1. Customers' requirements are changed considerably or expected volume increases by a volume corresponding to a change of Tier level.

15.3.1.2. Existing market situation is changed considerably.

15.3.1.3. Fuel supplied by the Contractor does not meet the specification agreed in the location agreement or is contaminated.

15.3.1.4. Substantial change in the ownership or control of any of the companies listed in the location agreement occurs (e.g. from prime contractor to lowest tier subcontractor).

15.3.2. Termination of a single location agreement shall not impact other location agreements in place on the contract.

15.3.3. The contractor shall inform its concerned fueling agents and/or on-site subcontractors of the termination of any location agreement.

15.3.4. At contract termination (e.g. all locations), NSPA will provide the contractor with a listing of all potential fuel uplifts performed pending invoicing. The contractor shall chase up with its fueling agent and/or on-site subcontractors to be able to provide documentation and invoicing to NSPA in a timely manner.

## 16. Templates and Forms

- 16.1. As detailed in the Main Body SOW for GAS (A), and additionally, as identified within this SOW Annex.
- 16.2. Locations agreement will be issued for any airport/airfield where the contractor has been awarded the Into-Plane Refueling Services provision. A final template will be proposed by NSPA at contract award. Location agreement shall include as a minimum the following information:

Terminology	Definition
<b>Location ID</b>	ICAO code of the airport/airfield
<b>Fuel grades</b>	Listing of the fuel grades available on the contract at location + applicable specifications.
<b>Tier level</b>	Applicable tier level for the specific location (provided by NSPA and based on the expected yearly consumption).
<b>Assumptions</b>	Listing of any contractor's assumptions specific to the location.
<b>IPR agent(s)</b>	Name, reference and contact details of the on-site fueling agent(s) ensuring the provision of Into-Plane refueling services.
<b>Subcontracting level</b>	Description of the subcontracting level (if applicable) for the provision of the Into-Plane refueling services with identification of the connection from prime contractor to lowest tier subcontractor(s).
<b>IPR operating procedures</b>	Description of the standards and operating procedures which are used by the on-site fueling agents and/or subcontractors for the provision of Into-Plane refueling and associated services (e.g. JIG, ATA ...).
<b>Pricing</b>	Description of the pricing formula applicable per fuel grade available on the contract. Identification of the applicable regional PLATTS and period used for the average (e.g. weekly, fortnightly, monthly).
<b>Limitations &amp; specificities</b>	Listing of any limitation for Into-Plane refueling services provision specific to the location (e.g. no gravity refueling available, no possible defueling ...). Listing of the specificities linked to the fueling agent(s) and /or subcontractor(s) (e.g. VIP ramp only, FLS only available with handler X when working with this fueling agent ...).

**Table 1: Location agreement information**

16.3. Customer's requests transmitted to the contractor will contain at least the following information:

<b>Terminology</b>	<b>Definition</b>
<b>Request number</b>	Unique alphanumeric identifier of the service request automatically generated by NSPA ERP system.
<b>Airport services card number</b>	Unique alphanumeric identifier of the airport services card which is intended to be used by the customer for services provision at location.
<b>Customer ID</b>	Alphanumeric identification of the customer requesting the service (e.g. military unit ID, nation, individual).
<b>Customer phone</b>	Phone contact details of the services requestor.
<b>Customer e-mail</b>	E-mail address(es), could be multiple, of the services requestor and/or POC for the specific service request. All e-mail addresses notified in the request shall be included in all communication related to the request confirmation, change, cancellation or any other related notification.
<b>Location ID</b>	ICAO code of the airport/airfield where the services are requested. MAIN and ALTERNATE locations (if applicable) will be specified.
<b>Aircraft type</b>	Alphanumeric identification of the aircraft type to be serviced (e.g. B-747, F-16, C-130 ...).
<b>Aircraft T/N</b>	Alphanumeric identification of the aircraft tail number to be serviced. Alternate T/N's could be communicated with the request.
<b>ETA (Zulu)</b>	Estimated time of arrival at location (DD-MM-YYYY HH:MM)
<b>ETD (Zulu)</b>	Estimated time of departure from location (DD-MM-YYYY HH:MM).
<b>Type of flight</b>	Description of the type of flight operated by the customer (e.g. domestic, international, diplomatic ...).
<b>Time of service request</b>	If provided, specific timeline for services provision request (e.g. 30 min before ETD, 30 min after ETA ...).
<b>Handler</b>	If provided, informational only, handling agent intended to be used by the customer at location.
<b>Fuel grade</b>	Alphanumeric identification of the fuel grade requested by the customer.
<b>Quantity</b>	Fuel quantity, in Liters, requested by the customer.
<b>Notes</b>	Listing of any specific valuable information for the contractor.

**Table 2: Customer's request information**

16.4. Invoices provided by the contractor to NSPA shall contain, cumulative to the general Terms and Conditions, at least the following specific information:

<b>Terminology</b>	<b>Definition</b>
<b>Invoice number</b>	Unique alphanumeric identifier of the invoice provided by the contractor
<b>Receipt number</b>	Reference to the fuel receipt, fuel slip, delivery note produced by the fueling agent on location.
<b>Airport services card number</b>	Unique alphanumeric identifier of the airport services card used by the customer for services provision at location. Should the airport services card not be mentioned on the attached fuel receipt, the contractor shall mention the airport services card number provided by the customer in the request.
<b>Location ID</b>	ICAO code of the airport/airfield where the services has been delivered.
<b>Aircraft T/N</b>	Alphanumeric identification of the aircraft tail number to be serviced. Alternate T/N's could be communicated with the request.
<b>Transaction date</b>	Date of performance of the fuel uplift.
<b>Fuel grade</b>	Alphanumeric identification of the fuel grade requested by the customer.
<b>Quantity</b>	Fuel quantity, in Liters, delivered to the customer.
<b>Pricing</b>	As per contractual requirements.
<b>Notes</b>	Listing of any specific valuable information from the contractor.

**Table 3: Invoices IPR specific information**

## **17. Summary of Plans, Reports and Delivery Dates**

17.1. As detailed in the Main Body SOW for GAS (A), and additionally, as identified within this SOW Annex.

## Attachment 1

### List of Requested Service Delivery Locations

The following table indicates provisional services delivery locations and corresponding tier levels based on customer's requirements. Services could be requested at supplementary locations during contract performance.

Columns (1) to (3) corresponds respectively to Aviation Turbine Fuel, Aviation Turbine Fuel with FSII and Aviation Gasoline. Fuel products availability at specific locations is Required (R) or Optional (O) as per customers' requirements.

<u>ICAO</u>	<u>TIER LEVEL</u>	<u>(1)</u>	<u>(2)</u>	<u>(3)</u>	<u>AIRPORT</u>	<u>COUNTRY</u>
OKBK	4	R	R	O	KUWAIT INTL	KUWAIT
OMDM	4	R	O	O	MINHAD AB	UNITED ARAB EMIRATES
EDDK	3	R	R	O	COLOGNE BONN	GERMANY
HDAM	3	R	O	O	AMBOULI	DJIBOUTI
LIRF	3	R	O	O	LEONARDO DA VINCI INTL	ITALY
ORER	3	R	O	O	ERBIL INTL	IRAQ
CYYT	2	R	O	O	ST. JOHN'S INTL	CANADA
ELLX	2	R	O	O	LUXEMBOURG-FINDEL INTL	LUXEMBOURG
GABS	2	R	O	O	SENOU INTL	MALI
GMFK	2	R	O	O	MOULAY ALI CHERIF	MOROCCO
HECA	2	R	O	O	CAIRO INTL	EGYPT
KNYL	2	R	O	O	MCAS YUMA	USA
KPSM	2	R	O	O	PEASE INTL TRADEPORT	USA
LPBJ	2	R	O	O	BEJA	PORTUGAL
OLBA	2	R	O	O	BEIRUT RAFIC HARIRI INTL	LEBANON
ORBI	2	R	O	O	BAGHDAD INTL	IRAQ
BGBW	1	R	O	O	NARSARSUAQ	GREENLAND
BGSF	1	R	O	O	KANGERLUSSUAQ	GREENLAND
BIAR	1	R	O	O	AKUREYRI	ICELAND
BIKF	1	R	R	O	KEFLAVIK INTL	ICELAND
CYBG	1	R	O	O	BAGOTVILLE	CANADA
CYHZ	1	R	O	O	HALIFAX STANFIELD INTL	CANADA
CYOW	1	R	O	O	OTTAWA/MACDONALD-CARTIER INTL	CANADA
CYQB	1	R	O	O	QUÉBEC/JEAN LESAGE INTL	CANADA
CYQX	1	R	O	O	GANDER INTL CFB GANDER	CANADA
CYTR	1	R	O	O	TRENTON ARPT	CANADA
CYUL	1	R	O	O	MONTRÉAL INTL (MONTREAL)	CANADA
CYVR	1	R	O	O	VANCOUVER INTL	CANADA
CYYC	1	R	O	O	CALGARY INTL	CANADA
CYYR	1	R	O	O	CFB GOOSE BAY/ GOOSE BAY	CANADA
CYYZ	1	R	O	O	TORONTO PEARSON INTL	CANADA
CYZX	1	R	O	O	GREENWOOD ARPT	CANADA

DAAG	1	R	O	O	HOUARI BOUMEDIENE	ALGERIA
DAAT	1	R	O	O	TAMANRASSET	ALGERIA
DAUG	1	R	O	O	NOUMÉRAT – MOUFDI ZAKARIA	ALGERIA
DBBB	1	R	O	O	CADJEHOUN	BENIN
DFFD	1	R	O	O	OUAGADOUGOU	BURKINA FASO
DGAA	1	R	O	O	KOTOKA INTL	GHANA
DIAP	1	R	O	O	PORT BOUET	CÔTE D'IVOIRE
DNAA	1	R	O	O	NNAMDI AZIKIWE INTL	NIGERIA
DNMM	1	R	O	O	MURTALA MUHAMMED INTL	NIGERIA
DRRM	1	R	O	O	MARADI ARPT	NIGER
DRRN	1	R	O	O	DIORI HAMANI INTL	NIGER
DTKA	1	R	O	O	TABARKA-7 NOVEMBRE INTL	TUNISIA
DTTA	1	R	O	O	TUNIS-CARTHAGE INTL	TUNISIA
EBAW	1	R	O	O	ANTWERP INTL	BELGIUM
EBBL	1	R	O	O	KLEINE BROGEL	BELGIUM
EBBR	1	R	O	O	BRUSSELS	BELGIUM
EBBX	1	R	O	O	BERTRIX JEHONVILLE AB	BELGIUM
EBCI	1	R	O	O	BRUSSELS SOUTH CHARLEROI	BELGIUM
EBCV	1	R	O	O	CHIEVRES AB	USA
EBFN	1	R	O	O	KOKSIJDE AB	BELGIUM
EBFS	1	R	O	O	FLORENNES AB	BELGIUM
EBLG	1	R	O	O	LIÈGE (LIEGE)	BELGIUM
EBMB	1	R	O	O	BRUSSELS (MIL)	BELGIUM
EBOS	1	R	O	O	OSTEND-BRUGES INTL	BELGIUM
EDAH	1	R	O	O	HERINGS DORF	GERMANY
EDDB	1	R	O	O	BERLIN-SCHÖNEFELD INTL	GERMANY
EDDC	1	R	O	O	DRESDEN KLOTZSCHE	GERMANY
EDDF	1	R	O	O	FRANKFURT INTL	GERMANY
EDDH	1	R	O	O	HAMBURG	GERMANY
EDDL	1	R	O	O	DÜSSELDORF INTL (DUSSELDORF)	GERMANY
EDDM	1	R	O	O	MUNICH	GERMANY
EDDN	1	R	O	O	NUREMBERG	GERMANY
EDDP	1	R	O	O	LEIPZIG/HALLE	GERMANY
EDDR	1	R	O	O	SAARBRÜCKEN	GERMANY
EDDS	1	R	O	O	ECHTERDINGEN	GERMANY
EDDT	1	R	O	O	BERLIN TEGEL	GERMANY
EDDV	1	R	O	O	HANOVER-LANGENHAGEN	GERMANY
EDDW	1	R	O	O	BREMENY	GERMANY
EDFH	1	R	O	O	FRANKFURT-HAHN	GERMANY
EDHI	1	R	O	O	HAMBURG FINKENWERDER	GERMANY
EDJA	1	R	O	O	MEMMINGEN INTL	GERMANY
EDLV	1	R	O	O	WEEZE	GERMANY
EDMA	1	R	O	O	AUGSBURG ARPT	GERMANY
EDMO	1	R	O	O	OBERPFAFFENHOFEN	GERMANY



EDSB	1	R	O	O	BADEN AIRPARK	GERMANY
EDVE	1	R	O	O	BRAUNSCHWEIG-WOLFSBURG REGIONAL	GERMANY
EEEI	1	R	O	O	AMARI AB	ESTONIA
EETN	1	R	O	O	LENNART MERI TALLINN	ESTONIA
EFHK	1	R	O	O	HELSINKI	FINLAND
EFOU	1	R	O	O	OULU	FINLAND
EFRO	1	R	O	O	ROVANIEMI	FINLAND
EFTU	1	R	O	O	TURKU	FINLAND
EGCC	1	R	O	O	MANCHESTER	UNITED KINGDOM
EGFF	1	R	O	O	EXETER INTL	WALES
EGGD	1	R	O	O	BRISTOL	ENGLAND
EGGW	1	R	O	O	LONDON LUTON	ENGLAND
EGHI	1	R	O	O	SOUTHAMPTON	ENGLAND
EGKB	1	R	O	O	LONDON BIGGIN HILL	ENGLAND
EGLC	1	R	O	O	LONDON CITY	ENGLAND
EGLF	1	R	O	O	FARNBOROUGH	UNITED KINGDOM
EGLL	1	R	O	O	LONDON HEATHROW	ENGLAND
EGNR	1	R	O	O	HAWARDEN	ENGLAND
EGNT	1	R	O	O	NEWCASTLE	UNITED KINGDOM
EGNX	1	R	O	O	EAST MIDLANDS	LEICESTERSHIRE
EGPF	1	R	O	O	GLASGOW INTL	SCOTLAND
EGPK	1	R	O	O	GLASGOW PRESTWICK INTL	SCOTLAND
EGQS	1	R	O	O	RAF LOSSIEMOUTH	SCOTLAND
EGSS	1	R	O	O	LONDON STANSTED	ENGLAND
EGTC	1	R	O	O	CRANFIELD ARPT	ENGLAND
EGUL	1	R	O	O	LAKEENHEATH	UK
EGUN	1	R	O	O	RAF MILDENHALL	UNITED KINGDOM
EGVN	1	R	O	O	RAF BRIZE NORTON	ENGLAND
EGWU	1	R	O	O	RAF NORTHOLT	ENGLAND
EGXE	1	R	O	O	LEEMING ARPT	UNITED KINGDOM
EGXU	1	R	O	O	LINTON-ON-OUSE	ENGLAND
EGXW	1	R	O	O	RAF WADDINGTON	UNITED KINGDOM
EHAM	1	R	O	O	SCHIPHOL	NETHERLANDS
EHEH	1	R	O	O	EINDHOVEN	NETHERLANDS
EHLW	1	R	O	O	LEEWARDEN AB	NETHERLANDS
EHRD	1	R	O	O	ROTTERDAM THE HAGUE	NETHERLANDS
EICK	1	R	O	O	CORK ARPT	IRELAND
EIDW	1	R	O	O	DUBLIN	IRELAND
EINN	1	R	O	O	SHANNON INTL	IRELAND
EKBI	1	R	O	O	BILLUND	DENMARK
EKCH	1	R	O	O	COPENHAGEN KASTRUP	DENMARK
EKOD	1	R	O	O	ODENSE	DENMARK
EKRK	1	R	O	O	ROSKILDE	DENMARK
EKSP	1	R	O	O	SKRYDSTRUP	DENMARK

EKYT	1	R	O	O	AALBORG	DENMARK
ENBO	1	R	O	O	BODØ	NORWAY
ENBR	1	R	O	O	BERGEN FLESLAND	NORWAY
ENDU	1	R	O	O	BARDUFOSS	NORWAY
ENGM	1	R	O	O	OSLO	NORWAY
ENNA	1	R	O	O	LAKSELV	NORWAY
ENOL	1	R	O	O	ORLAND ARPT	NORWAY
ENRY	1	R	O	O	MOSS	NORWAY
ENVA	1	R	O	O	TRONDHEIM	NORWAY
ENZV	1	R	O	O	STAVANGER	NORWAY
EPBY	1	R	O	O	BYDGOSZCZ IGNACY JAN PADEREWSKI	POLAND
EPDE	1	R	O	O	DEBLIN AB	POLAND
EPGD	1	R	O	O	GDAŃSK LECH WAŁĘSA	POLAND
EPKK	1	R	O	O	JOHN PAUL II INTL	POLAND
EPKS	1	R	O	O	POZNAN/KRZESINY ARPT	POLAND
EPKT	1	R	O	O	KATOWICE	POLAND
EPPO	1	R	O	O	POZNAŃ-ŁAWICA (POZNAN LAWICA)	POLAND
EPSC	1	R	O	O	SZCZECIN-GOLENIÓW	POLAND
EPSN	1	R	O	O	SWIDWIN AB	POLAND
EPWA	1	R	O	O	FREDERIC CHOPIN INTL WARSZAWA	POLAND
EPWR	1	R	O	O	COPERNICUS WROCLAW	POLAND
ESDF	1	R	O	O	RONNEBY	SWEDEN
ESGG	1	R	O	O	GOTHENBURG-LANDVETTER	SWEDEN
ESIA	1	R	O	O	KARLSBORG AB	SWEDEN
ESKN	1	R	O	O	STOCKHOLM-SKAVSTA	SWEDEN
ESMS	1	R	O	O	MALMO-STURUP	SWEDEN
ESOE	1	R	O	O	ÖREBRO	SWEDEN
ESPA	1	R	O	O	LULEÅ (LULEA)	SWEDEN
ESSA	1	R	O	O	STOCKHOLM-ARLANDA	SWEDEN
ESSL	1	R	O	O	SAAB	SWEDEN
ETAR	1	R	O	O	RAMSTEIN AB	GERMANY
ETNL	1	R	O	O	ROSTOCK LAAGE	GERMANY
ETNS	1	R	O	O	SCHLESWIG AB	GERMANY
ETNW	1	R	O	O	WUNSTORF AIR FORCE BASE	GERMANY
ETSI	1	R	O	O	INGOLSTADT MANCHING	GERMANY
EVRA	1	R	O	O	RIGA INTL	LATVIA
EYKA	1	R	O	O	KAUNAS INTL	LITHUANIA
EYPA	1	R	O	O	PALANGA INTL	LITHUANIA
EYSA	1	R	O	O	ŠIAULIAI INTL (SIAULIAI)	LITHUANIA
EYVI	1	R	O	O	VILNIUS INTL	LITHUANIA
FACT	1	R	O	O	CAPE TOWN INTL	SOUTH AFRICA
FAOR	1	R	O	O	FRESNO YOSEMITE INTL	SOUTH AFRICA
FCPP	1	R	O	O	POINTE NOIRE	REPUBLIC OF CONGO
FEFF	1	R	O	O	BANGUI M'POKO	CENTRAL AFRICAN REPUBLIC

FGSL	1	R	O	O	MALABO INTL	EQUATORIAL GUINEA
FKKD	1	R	O	O	DOUALA	CAMEROON
FKYS	1	R	O	O	YAOUNDÉ NSIMALEN INTL	CAMEROON
FLKK	1	R	O	O	LUSAKA INTL	ZAMBIA
FNLU	1	R	O	O	4 DE FEVEREIRO	ANGOLA
FQBR	1	R	O	O	BEIRA	MOZAMBIQUE
FQMA	1	R	O	O	MAPUTO INTL	MOZAMBIQUE
FTTJ	1	R	O	O	N'DJAMENA	CHAD
GAGO	1	R	O	O	GAO INTL	MALI
GBYD	1	R	O	O	BANJUL INTL	GAMBIA
GCLP	1	R	O	O	GRAN CANARIA INTL	SPAIN
GCCR	1	R	O	O	LANZAROTE	SPAIN
GFLL	1	R	O	O	LUNGI INTL	SIERRA LEONE
GMFF	1	R	O	O	FES-SAÏSS	MOROCCO
GMME	1	R	O	O	SALE	MOROCCO
GMMG	1	R	O	O	BEN GUERIR AB	MAROCCO
GMMN	1	R	O	O	MOHAMMED V INTL	MOROCCO
GMMX	1	R	O	O	MENARA INTL	MOROCCO
GMTT	1	R	O	O	IBN BATOUTA INTL	MOROCCO
GOBD	1	R	O	O	BLAISE DIAGNE INTL	SENEGAL
GOOY	1	R	O	O	DAKAR INTL	SENEGAL
GQNO	1	R	O	O	NOUAKCHOTT OUMTOUNSY ARPT	MAURITANIA
GQPA	1	R	O	O	ATAR INTL	MAURITANIA
GUCY	1	R	O	O	GBESSIA	GUINEA
GVAC	1	R	O	O	AMILCAR CABRAL INTL	CAPE VERDE
HAAB	1	R	O	O	BOLE INTL	ETHIOPIA
HADR	1	R	O	O	ABA TENNA DEJAZMACH YILMA INTL	ETHIOPIA
HBBA	1	R	O	O	BUJUMBURA INTL	BURUNDI
HCMM	1	R	O	O	MOGADISHU INTL	SOMALIA
HEBA	1	R	O	O	BORG EL ARAB	EGYPT
HELX	1	R	O	O	LUXOR INTL	EGYPT
HEPS	1	R	O	O	PORT SAID	EGYPT
HESH	1	R	O	O	SHARM EL-SHEIKH INTL	EGYPT
HESN	1	R	O	O	ASWAN INTL	EGYPT
HKJK	1	R	O	O	JOMO KENYATTA INTL	KENYA
HLLM	1	R	O	O	MITIGA INTL	LIBYA
HLMS	1	R	O	O	MISRATA	LIBYA
HRYR	1	R	O	O	KIGALI INTL	RWANDA
HSPN	1	R	O	O	PORT SUDAN INTL	SUDAN
HTDA	1	R	O	O	DAR ES SALAAM	TANZANIA
KACY	1	R	O	O	ATLANTIC CITY INTL	USA
KADW	1	R	O	O	ANDREWS AFB	USA
KAUS	1	R	O	O	AUSTIN-BERGSTROM INTL	USA
KBED	1	R	O	O	LAURENCE G. HANSCOM FIELD	USA

KBGR	1	R	O	O	BANGOR INTL	USA
KBNA	1	R	O	O	NASHVILLE INTL	USA
KBOI	1	R	O	O	BOISE AIR TERMINAL	USA
KBOS	1	R	O	O	LOGAN INTL	USA
KBUF	1	R	O	O	BUFFALO NIAGARA INTL	USA
KDAY	1	R	O	O	JAMES M. COX INTL	USA
KDOV	1	R	O	O	DOVER AFB	USA
KDTW	1	R	O	O	DETROIT METRO WAYNE COUNTY	USA
KGYH	1	R	O	O	DONALDSON CENTER	USA
KGYR	1	R	O	O	PHOENIX GOODYEAR	USA
KHMN	1	R	O	O	HOLLOMAN AFB	USA
KHPN	1	R	O	O	WESTCHESTER COUNTY	USA
KHSV	1	R	O	O	HUNTSVILLE INTL	USA
KIAD	1	R	O	O	WASHINGTON DULLES INTL	USA
KIND	1	R	O	O	INDIANAPOLIS INTL	USA
KJFK	1	R	O	O	JOHN F. KENNEDY INTL	USA
KLAS	1	R	O	O	MCCARRAN INTL	USA
KLGF	1	R	O	O	LAGUNA AAF	USA
KLSV	1	R	O	O	NELLIS AB	USA
KMCI	1	R	O	O	KANSAS CITY INTL	USA
KMQY	1	R	O	O	SMYRNA	USA
KMSP	1	R	O	O	MINNEAPOLIS-SAINT PAUL INTL	USA
KMUO	1	R	O	O	MOUNTAIN HOME AFB	USA
KNFW	1	R	O	O	FORT WORTH NAVAL AIR STATION JRB	USA
KNGU	1	R	O	O	NORFOLK NS	USA
KORF	1	R	O	O	NORFOLK INTL	USA
KPHX	1	R	O	O	PHOENIX SKY HARBOR INTL	USA
KPIT	1	R	O	O	PITTSBURGH INTL	USA
KROW	1	R	O	O	ROSWELL INTL AIR CENTER	USA
KSAN	1	R	O	O	SAN DIEGO INTL	USA
KSAT	1	R	O	O	SAN ANTONIO INTL	USA
KSPS	1	R	O	O	SHEPPARD AFB/WICHITA FALLS MUNICIPAL	USA
KSTL	1	R	O	O	LAMBERT-SAINT LOUIS INTL	USA
KSWF	1	R	O	O	STEWART INTL	USA
KTEB	1	R	O	O	TETERBORO	USA
KTIK	1	R	O	O	TINKER AB	USA
KTPA	1	R	O	O	TAMPA INTL	USA
KTUS	1	R	O	O	TUCSON INTL	USA
KUNV	1	R	O	O	UNIVERSITY PARK	USA
KVCV	1	R	O	O	SOUTHERN CALIFORNIA LOGISTICS	USA
KVGT	1	R	O	O	NORTH LAS VEGAS	USA
KVQQ	1	R	O	O	CECIL FIELD	USA
LATI	1	R	O	O	TIRANA INTL	ALBANIA
LBBG	1	R	O	O	BURGAS	BULGARIA

LBPD	1	R	O	O	PLOVDIV INTL	BULGARIA
LBSF	1	R	O	O	SOFIA	BULGARIA
LBWN	1	R	O	O	VARNA	BULGARIA
LCLK	1	R	O	O	LARNACA INTL	CYPRUS
LCPH	1	R	O	O	PAPHOS INTL	CYPRUS
LDPL	1	R	O	O	PULA	CROATIA
LDRI	1	R	O	O	RIJEKA	CROATIA
LDSP	1	R	O	O	SPLIT	CROATIA
LDZA	1	R	O	O	ZAGREB	CROATIA
LDZD	1	R	O	O	ZADAR	CROATIA
LEAB	1	R	O	O	ALBACETE-LOS LLANOS ARPT	SPAIN
LEAL	1	R	O	O	EL ALTET	SPAIN
LEBB	1	R	O	O	BILBAO	SPAIN
LEBG	1	R	O	O	BURGOS	SPAIN
LEBL	1	R	O	O	BARCELONA	SPAIN
LEBZ	1	R	O	O	TALAVERAL LA REAL ARPT	SPAIN
LECN	1	R	O	O	CASTELLÓN	SPAIN
LEGE	1	R	O	O	GIRONA-COSTA BRAVA	SPAIN
LEIB	1	R	O	O	IBIZA	SPAIN
LEJR	1	R	O	O	JEREZ	SPAIN
LELC	1	R	O	O	MURCIA-SAN JAVIER	SPAIN
LELL	1	R	O	O	SABADELL ARPT	SPAIN
LEMD	1	R	O	O	MADRID-BARAJAS	SPAIN
LEMG	1	R	O	O	PABLO RUIZ PICASSO	SPAIN
LEMH	1	R	O	O	MAHON	SPAIN
LEMO	1	R	O	O	SEVILLE MORON AB	SPAIN
LEPA	1	R	O	O	PALMA DE MALLORCA	SPAIN
LERS	1	R	O	O	REUS	SPAIN
LETO	1	R	O	O	MADRID-TORREJÓN (TORREJON)	SPAIN
LEVC	1	R	O	O	VALENCIA	SPAIN
LEVX	1	R	O	O	VIGO-PEINADOR	SPAIN
LEZG	1	R	O	O	ZARAGOZA	SPAIN
LEZL	1	R	O	O	SAN PABLO	SPAIN
LFBA	1	R	O	O	AGEN-LA GARENNE AERODROME	FRANCE
LFBC	1	R	O	O	CROTONE-SANT'ANNA ARPT	ITALY
LFBD	1	R	O	O	BORDEAUX-MERIGNAC	FRANCE
LFBI	1	R	O	O	POITIERS-BIARD	FRANCE
LFBM	1	R	O	O	MONT DE MARSAN ARPT	FRANCE
LFBO	1	R	O	O	TOULOUSE BLAGNAC INTL	FRANCE
LFBP	1	R	O	O	PAU PYRÉNÉES	FRANCE
LFBT	1	R	O	O	TARBES-LOURDES PYRENEES	FRANCE
LFKF	1	R	O	O	SUD CORSE	FRANCE
LFKJ	1	R	O	O	AJACCIO-CAMPO DELORO	FRANCE
LFKS	1	R	O	O	SOLENZARA AB	FRANCE

LFLB	1	R	O	O	CHAMBERY-SAVOIE	FRANCE
LFLL	1	R	O	O	LYON-SAINT EXUPERY	FRANCE
LFLS	1	R	O	O	ALPER-ISERE	FRANCE
LFLX	1	R	O	O	CHATEAUROUX-DEOLS	FRANCE
LFLY	1	R	O	O	LYON BRON	FRANCE
LFMD	1	O	O	R	CANNES-MANDELIEU	FRANCE
LFMH	1	R	O	O	SAINT-ÉTIENNE-BOUTHÉON	FRANCE
LFMI	1	R	O	O	ISTRES-LE TUBE AIR BASE	FRANCE
LFMK	1	R	O	O	CARCASSONNE SALVAZA	FRANCE
LFML	1	R	O	O	MARSEILLE PROVENCE	FRANCE
LFMN	1	R	O	O	CÔTE D'AZUR INTL	FRANCE
LFMP	1	R	O	O	PERPIGNAN – RIVESALTES	FRANCE
LFMT	1	R	O	O	MEDITERRANÉE	FRANCE
LFMU	1	R	O	O	BEZIERS CAP D'AGDE, BEZIERS	FRANCE
LFOA	1	R	O	O	AVORD AB	FRANCE
LFOE	1	R	O	O	EVREUX-FAUVILLE	FRANCE
LFOJ	1	R	O	O	ORLEANS – BRICY AB	FRANCE
LFOK	1	R	O	O	VATRY INTL	FRANCE
LFPB	1	R	O	O	PARIS-LE BOURGET	FRANCE
LFPG	1	R	O	O	PARIS-CHARLES DE GAULLE (ROISSY)	FRANCE
LFPO	1	R	O	O	ORLY INTL	FRANCE
LFPV	1	R	O	O	VELIZY-VILLACOUBLAY AB	FRANCE
LFQB	1	R	O	O	TROYES BARBEREY	FRANCE
LFRB	1	R	O	O	BREST BRETAGNE	FRANCE
LFRC	1	R	O	O	CHERBOURG-MAUPERTUS	FRANCE
LFRD	1	R	O	O	DINARD-PLEURTUIT-SAINT-MALO	FRANCE
LFRJ	1	R	O	O	LANDIVISIAU AB	FRANCE
LFRK	1	R	O	O	CAEN-CARPIQUET ARPT	FRANCE
LFRN	1	R	O	O	ST. JACQUES	FRANCE
LFRS	1	R	O	O	NANTES ATLANTIQUE	FRANCE
LFSB	1	R	O	O	BASEL-MULHOUSE (MLH)	FRANCE
LFSI	1	R	O	O	SAINT-DIZIER-ROBINSON AB	FRANCE
LFST	1	R	O	O	STRASBOURG ENTZHEIM INTL	FRANCE
LFTH	1	R	O	O	NIMES ALES_CAMARGUE	FRANCE
LFTW	1	R	O	O	GARONS	FRANCE
LFTZ	1	R	O	O	LA MÔLE-SAINT-TROPEZ	FRANCE
LGAL	1	R	O	O	DIMOKRITOS	GREECE
LGAV	1	R	O	O	ATHENS INTL	GREECE
LGIO	1	R	O	O	IOANNINA INTL	GREECE
LGIR	1	R	O	O	HERAKLION INTL	GREECE
LGKF	1	R	O	O	KEPHALONIA	GREECE
LGKR	1	R	O	O	IOANNIS KAPODISTRIAS INTL	GREECE
LGPZ	1	R	O	O	AKTION	GREECE
LGRX	1	R	O	O	ARAXOS	GREECE

LGSA	1	R	O	O	CHANIA INTL	GREECE
LGTS	1	R	O	O	MAKEDONIA	GREECE
LGZA	1	R	O	O	ZAKYNTHOS INTL	GREECE
LHBP	1	R	O	O	BUDAPEST FERIHEGY INTL	HUNGARY
LHDC	1	R	O	O	DEBRECEN	HUNGARY
LHPA	1	R	O	O	PAPA AB	HUNGARY
LHPR	1	R	O	O	HYOR-PER INTL	HUNGARY
LHSM	1	R	O	O	SÁRMELLÉK INTL	HUNGARY
LIBA	1	R	O	O	FOGGIA/32ND WING - AMENDOLA	ITALY
LIBD	1	R	O	R	BARI PALESE	ITALY
LIBF	1	O	O	R	FOGGIA "GINO LISA" ARPT	ITALY
LIBG	1	O	O	R	TARANTO-GROTTAGLIE	ITALY
LIBN	1	R	O	O	LECCE-GALATINA AB	ITALY
LIBP	1	R	O	R	PESCARA	ITALY
LIBR	1	O	O	R	CASALE	ITALY
LIBV	1	R	O	O	GIOIA DEL COLLE AB	ITALY
LICA	1	O	O	R	LAMEZIA TERME INTL	ITALY
LICB	1	O	O	R	COMISO	ITALY
LICC	1	O	O	R	CATANIA-FONTANAROSSA	ITALY
LICD	1	R	O	R	LAMPEDUSA	ITALY
LICG	1	O	O	R	PANTELLERIA ARPT	ITALY
LICJ	1	O	O	R	PALERMO	ITALY
LICP	1	R	O	O	PALERMO-BOCCADIFALCO	ITALY
LICR	1	O	O	R	REGGIO CALABRIA	ITALY
LICT	1	R	O	O	TRAPANI-BIRGI	ITALY
LICZ	1	R	O	O	CATANIA-SIGONELLA AV	ITALY
LIDF	1	R	O	O	FANO ARPT	ITALY
LIDT	1	O	O	R	GIANNI CAPRONI, TRENTO	ITALY
LIEA	1	O	O	R	FERTILIA	ITALY
LIED	1	R	O	O	DECIMOMANNU AB	ITALY
LIEE	1	O	O	R	CAGLIARI	ITALY
LIEO	1	O	O	R	OLBIA – COSTA SMERALDA	ITALY
LIMC	1	O	O	R	MALPENSA INTL	ITALY
LIME	1	O	O	R	ORIO AL SERIO INTL	ITALY
LIMF	1	R	O	O	TURIN INTL	ITALY
LIMG	1	O	O	R	VILLANOVA D'ALBENGA INTL	ITALY
LIMJ	1	O	O	R	CRISTOFORO COLOMBO	ITALY
LIML	1	R	O	R	LINATE	ITALY
LIMP	1	O	O	R	PARMA	ITALY
LIPA	1	R	O	R	AVIANO AB	ITALY
LIPB	1	O	O	R	BOLZANO	ITALY
LIPE	1	R	O	R	BOLOGNA-BORGO PANIGALE	ITALY
LIPH	1	R	O	O	TREVISO	ITALY
LIPO	1	O	O	R	BRESCIA MONTICHIARI INTL	ITALY

LIPQ	1	R	O	O	FRIULI VENEZIA GIULIA	ITALY
LIPR	1	O	O	R	FEDERICO FELLINI INTL	ITALY
LIPU	1	R	O	O	PADOVA	ITALY
LIPX	1	R	O	O	VERONA	ITALY
LIPY	1	O	O	R	FALCONARA	ITALY
LIPZ	1	R	O	O	MARCO POLO INTL	ITALY
LIQS	1	O	O	R	SIENA	ITALY
LIRA	1	R	O	O	ROME CIAMPINO	ITALY
LIRE	1	R	O	O	PRATICA DI MARE AB	ITALY
LIRI	1	O	O	R	SALERNO COSTA D'AMALFI	ITALY
LIRJ	1	R	O	O	MARINA DI CAMPO ARPT	ITALY
LIRN	1	R	O	O	NAPLES INTL	ITALY
LIRP	1	O	O	R	GALILEO GALILEI	ITALY
LIRQ	1	O	O	R	PERETOLA	ITALY
LIRS	1	O	O	R	GROSSETO	ITALY
LIRZ	1	R	O	O	SAN EGIDIO	ITALY
LJLJ	1	R	O	R	LJUBLJANA JOZE PUCNIK	SLOVENIA
LJMB	1	R	O	O	MARIBOR	SLOVENIA
LJPZ	1	O	O	R	PORTOROZ INTL	SLOVENIA
LKMT	1	R	O	O	OSTRAVA-MOSNOV INTL	CZECH REPUBLIC
LKPR	1	R	O	O	PRAGUE RUZYNE	CZECH REPUBLIC
LKTB	1	R	O	O	BRNO-TURANY	CZECH REPUBLIC
LKVO	1	R	O	O	VODOCHODY ARPT	CZECH REPUBLIC
LLBG	1	R	O	O	BEN GURION INTL	ISRAEL
LLNV	1	R	O	O	NEVATIM AB	ISRAEL
LLOV	1	R	O	O	OVDA INTL	ISRAEL
LMML	1	R	O	O	MALTA INTL	MALTA
LOWG	1	R	O	O	GRAZ	AUSTRIA
LOWI	1	R	O	O	INNSBRUCK	AUSTRIA
LOWL	1	R	O	O	LINZ	AUSTRIA
LOWS	1	R	O	R	SALZBURG	AUSTRIA
LOWW	1	R	O	O	VIENNA INTL	AUSTRIA
LPAR	1	R	O	O	ALVERCA AB	PORTUGAL
LPLA	1	R	O	O	LAJES	AZORES
LPMR	1	R	O	O	MONTE REAL AB	PORTUGAL
LPOV	1	R	O	O	OVAR ARPT	PORTUGAL
LPPR	1	R	O	O	FRANCISCO SÁ CARNEIRO	PORTUGAL
LPPT	1	R	O	O	PORTELA	PORTUGAL
LPTN	1	R	O	O	TANCOS ARPT	PORTUGAL
LQSA	1	R	O	O	SARAJEVO INTL	BOSNIA-HERZEGOVINA
LRBC	1	R	O	O	BACĂU INTL	ROMANIA
LRBS	1	R	O	O	BUCHAREST	ROMANIA
LRCK	1	R	O	O	MIHAIL KOGALNICEANU INTL	ROMANIA
LRCT	1	R	O	O	CAMPIA TURZII AB	ROMANIA



LROP	1	R	O	O	HENRI COANDA INTL	ROMANIA
LRSB	1	R	O	O	SIBIU INTL	ROMANIA
LRTC	1	R	O	O	TULCEA ARPT	ROMANIA
LSGG	1	R	O	O	COINTRIN INTL	SWITZERLAND
LSGS	1	R	O	O	SION	SWITZERLAND
LSZA	1	R	O	O	LUGANO	SWITZERLAND
LSZH	1	R	O	O	ZURICH	SWITZERLAND
LSZR	1	R	O	O	ST. GALLEN ALTENRHEIN	SWITZERLAND
LTAC	1	R	O	O	ESENBOĞA INTL	TURKEY
LTAG	1	R	O	O	INCIRLIK AIRBASE	TURKEY
LTAI	1	R	O	O	ANTALYA	TURKEY
LTAN	1	R	O	O	KONYA	TURKEY
LTBA	1	R	O	O	ATATÜRK INTL	TURKEY
LTBJ	1	R	O	O	ADNAN MENDERES	TURKEY
LTBS	1	R	O	O	DALAMAN	TURKEY
LTCC	1	R	O	O	DIYARBAKIR	TURKEY
LTCI	1	R	O	O	FERIT MELEN	TURKEY
LTCN	1	R	O	O	KAHRAMANMARAS	TURKEY
LTFG	1	R	O	O	GAZIPASA HAVALIMANI	TURKEY
LUKK	1	R	O	O	CHISINAU INTL	MOLDOVA
LWOH	1	R	O	O	OHRID	REPUBLIC OF MACEDONIA
LWSK	1	R	O	O	SKOPIJE	MACEDONIA
LXGB	1	R	O	O	GIBRALTAR INTL	GIBRALTAR
LYBE	1	R	O	O	BELGRADE NIKOLA TESLA	SERBIA
LYNI	1	R	O	O	NIŠ CONSTANTINE THE GREAT	SERBIA
LYPG	1	R	O	O	PODGORICA	MONTENEGRO
LZIB	1	R	O	O	M. R. ŠTEFÁNIK (STEFANIK)	SLOVAKIA
LZKZ	1	R	O	O	KOSICE INTL	SLOVAKIA
LZSL	1	R	O	O	SLIAC ARPT	SLOVAKIA
MDLR	1	R	O	O	LA ROMANA INTL	DOMINICAN REPUBLIC
MKJP	1	R	O	O	NORMAN MANLEY INTL	JAMAICA
MMMX	1	R	O	O	MEXICO CITY INTL	MEXICO
MPTO	1	R	O	O	TOCUMEN INTL	PANAMA
MZBZ	1	R	O	O	PHILIP S. W. GOLDSOHN INTL	BELIZE
OAMS	1	R	O	O	MAZAR-E-SHARIF INTL	AFGHANISTAN
OBBI	1	R	O	O	BAHRAIN INTL	BAHRAIN
OEDF	1	R	O	O	KING FAHD INTL (KFIA)	SAUDI ARABIA
OEHL	1	R	O	O	HA IL REGIONAL	SAUDI ARABIA
OERK	1	R	O	O	KING KHALID INTL (KKIA)	SAUDI ARABIA
OERY	1	R	O	O	RIYADH AB	SAUDI ARABIA
OETB	1	R	O	O	TABUK REGIONAL	SAUDI ARABIA
OJAI	1	R	O	O	QUEEN ALIA INTL	JORDAN
OJAM	1	R	O	O	MARKA INTL	JORDAN
OJAQ	1	R	O	O	KING HUSSEIN INTL	JORDAN

OJHF	1	R	O	O	PRINCE HASSAN AB	JORDAN
OJMS	1	R	O	O	AL SHAHEED MUWAFFAQ SALTI AB	JORDAN
OKAJ	1	R	O	O	AHMED AL-JABER AB	KUWAIT
OMAA	1	R	O	O	ABU DHABI INTL	UNITED ARAB EMIRATES
OMAD	1	R	O	O	BATEEN	UNITED ARAB EMIRATES
OMDB	1	R	O	O	DUBAI INTL	UNITED ARAB EMIRATES
OMDW	1	R	O	O	AL MAKTOUM INTL	UNITED ARAB EMIRATES
OOMS	1	R	O	O	MUSCAT INTL	OMAN
OPIS	1	R	O	O	ISLAMABAD INTL	PAKISTAN
OPRN	1	R	O	O	BENAZIR BHUTTO INTL	PAKISTAN
OTBD	1	R	O	O	DOHA INTL	QATAR
OTBH	1	R	O	O	AL UDEID AB	QATAR
OTHH	1	R	O	O	HAMAD INTL ARPT	QATAR
RJAA	1	R	O	O	NARITA INTL	JAPAN
RJCC	1	R	O	O	CHITOSE INTL	JAPAN
RJGG	1	R	O	O	CHUBU CENTRAIR INTL	JAPAN
RKSI	1	R	O	O	INCHEON INTL	SOUTH KOREA
RPLL	1	R	O	O	NINOY AQUINO VILLAMOR AIRBASE	PHILIPPINES
RPVM	1	R	O	O	MACTAN-CEBU INTL	PHILIPPINES
SABE	1	R	O	O	JORGE NEWBERY AIRPARK	ARGENTINA
SAEZ	1	R	O	O	MINISTRO PISTARINI INTL	ARGENTINA
SAWH	1	R	O	O	USHUAIA-MALVINAS ARGENTINAS	ARGENTINA
SAZS	1	R	O	O	SAN CARLOS DE BARILOCHE INTL	ARGENTINA
SBBR	1	R	O	O	BRASÍLIA INTL	BRAZIL
SBFZ	1	R	O	O	PINTO MARTINS INTL	BRAZIL
SBGL	1	R	O	O	RIO DE JANEIRO-GALEÃO INTL	BRAZIL
SBGR	1	R	O	O	SÃO PAULO-GUARULHOS INTL	BRAZIL
SBKP	1	R	O	O	VIRACOPOS-CAMPINAS INTL	BRAZIL
SBRF	1	R	O	O	GUARARAPES INTL	BRAZIL
SBSV	1	R	O	O	LUÍS EDUARDO MAGALHÃES INTL	BRAZIL
SKBO	1	R	O	O	EL DORADO INTL	COLOMBIA
SUMU	1	R	O	O	CARRASCO INTL	URUGUAY
TXKF	1	R	O	O	BERMUDA INTL	BERMUDA
UACC	1	R	O	O	ASTANA	KAZAKHSTAN
UBBB	1	R	O	O	HEYDAR ALIYEV INTL BAK AND GYD	AZERBAIJAN
UCFM	1	R	O	O	MANAS INTL	KYRGYZSTAN
UDYZ	1	R	O	O	ZVARTNOTS INTL	ARMENIA
UGSB	1	R	O	O	BATUMI	GEORGIA
UGTB	1	R	O	O	TBILISI INTL	GEORGIA
UKBB	1	R	O	O	BORYSPIL INTL	UKRAINE
UKDD	1	R	O	O	DNIPROPETROVSK INTL	UKRAINE
UKKK	1	R	O	O	KIEV INTL	UKRAINE
UKLL	1	R	O	O	LVIV INTL	UKRAINE
ULLI	1	R	O	O	PULKOVO	RUSSIA

UNNT	1	R	O	O	NOVOSIBIRSK TOLMACHEVO	RUSSIA
URRR	1	R	O	O	ROSTOV-ON-DON	RUSSIA
URSS	1	R	O	O	ADLER-SOCHI INTL	RUSSIA
UTDD	1	R	O	O	DUSHANBE	TAJKISTAN
UTSB	1	R	O	O	BUKHARA	UZBEKISTAN
UTSS	1	R	O	O	SAMARKAND	UZBEKISTAN
UTTT	1	R	O	O	YUZHNY	UZBEKISTAN
UDD	1	R	O	O	DOMODEDOVO INTL	RUSSIA
UUWW	1	R	O	O	VNUKOVO INTL	RUSSIA
VABB	1	R	O	O	CHHATRAPATI SHIVAJI INTL	INDIA
VDSV	1	R	O	O	SIHANOUKVILLE	CAMBODIA
VGEG	1	R	O	O	SHAH AMANAT INTL	BANGLADESH
VIDP	1	R	O	O	INDIRA GANDHI INTL	INDIA
VTBS	1	R	O	O	SUVARNABHUMI	THAILAND
VTBU	1	R	O	O	U-TAPAO INTL	THAILAND
VTSP	1	R	O	O	PHUKET INTL	THAILAND
VVNB	1	R	O	O	NOI BAI INTL	VIETNAM
WADD	1	R	O	O	NGURAH RAI INTL	INDONESIA
WARR	1	R	O	O	JUANDA INTL	INDONESIA
WBSB	1	R	O	O	BRUNEI INTL	BRUNEI
WIII	1	R	O	O	SOEKARNO-HATTA INTL	INDONESIA
WMKP	1	R	O	O	PENANG INTL (BAYAN LEPAS)	MALAYSIA
WSSS	1	R	O	O	SINGAPORE CHANGI	SINGAPORE
YPAD	1	R	O	O	ADELAIDE INTL	AUSTRALIA
YSCB	1	R	O	O	CANBERRA INTL	AUSTRALIA
ZBAA	1	R	O	O	BEIJING CAPITAL INTL	CHINA
ZBSJ	1	R	O	O	SHIJIAZHUANG DAGUOCUN INTL	CHINA
ZMUB	1	R	O	O	CHINGGIS KHAAN INTL	MONGOLIA

## Attachment 2

### List of required data for XLS transactions upload to NSPA SAP

The following information shall be transmitted for any service/product delivery using a specific XLS template (provided by NSPA) containing the data mentioned here below.

Each service/product delivery shall correspond to a single line in the XLS document.

ID	Column Name	Format	Example
1	ICAO Location Code	Text	'OMDM'
2	Notes (if applicable, valuable information)	Text	'NSTR'
3	Inventory Date (services delivery date)	MM/DD/YY	'08/04/2017'
4	Inventory Time (services delivery time)	HH:MM (24h ZULU)	22:10
5	Airport Services Card Number	Number	'1610123412341234'
6	Aircraft Tail Number	Text	'MM62227'
7	Proof of delivery reference Number	Text	'MAB62746'
8	Invoice Number	Number	'716717'
9	Invoice Line Number (on invoice)	Number	1
10	Product/Service Code	Text	'JP-8'
11	Quantity (in the unit of PBOS)	Number	'3650'
12	Unit (specific to the service)	Text	'Litre'
13	On-site service deliverer (as per contract)	Text	'FBO X'
14	Project Name (GAS)	Text	'GAS'
15	Contractor code (provided by NSPA)	Number	'400002998'
16	Request Number (from NSPA request)	Number	'201900000000017'
17	Request Line Number (on NSPA request)	Number	'10'
18	Fuel Order Number	Text	'FO201901220'
19	Baseline Date (reception of invoice)	MM/DD/YY	04/08/19
20	Invoice Date (emission of invoice)	MM/DD/YY	01/08/19
21	Currency (for invoice – USD)	Text	USD
22	Unit Price (as per contract)	Number	'0.725480'
26	Total Price	Number	'2648.00'