



PERFORMANCE REPORT 2020 - 2024

CAPACITY

November 2020



making the difference

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Description & Analysis

Europe

Traffic this November was -61.6% compared to November 2019, slightly below NM November traffic scenario of -58%. This dip was mostly due to the second wave of COVID-19 in Europe. On average the network saw 10 301 flights/day. In 2020, year-to-end November traffic was 55% lower than the same period last year. The largest traffic reduction (compared to the same operational day of 2019) was 67.1% on 28 November 2020 with 7,244 flights. Friday 06 November was the busiest traffic day with 13 336 flights. Fridays were still the busiest days throughout November. Germany (1 696 flights/day), United Kingdom (1 333 flights/day) and France (1 316 flights/day) recorded the highest traffic levels in the network. These levels are well below 2019 levels. Amsterdam/Schiphol was the busiest airport with an average of 513 movements per day, followed by IGA Istanbul airport (510), Frankfurt/Main (427), Istanbul/Sabiha Gökçen (404) and Paris/Charles de Gaulle (397). Traffic increase at Liege airport was due to more Cargo traffic. The largest traffic reduction was recorded at London/Gatwick with 91.9% and Prague/Ruzyne with 81.8% compared to 2019.

Business Aviation decreased from September 2020 and was at -23.7% in November (vs. 2019). All-cargo remains slightly above 2019 levels (+5.8%) while Charter flights are recovering week on week reaching -22.0%. Traditional and Low-Cost, severely hit by the renewed lockdown and restrictions (second wave) are lagging at -68.3% and -78% respectively, with a gap widening between both. Turkish Airlines was the busiest operator with, on average, 611 movements per day, followed by Ryanair (578), KLM (317) and Pegasus (309). DHL was the only airline with a traffic increase in November (+7.4%). Air France/KLM group was the busiest aircraft operator group compared to November 2019 with a total of 18,631 flights, which was a decrease of 66.8% compared to 2019. Compared to October 2020, Air France/KLM total flights decreased from 32 304 flights to 18 631 flights. Ryanair group decreased by -43%, IAG Airlines by -44%, Lufthansa group by -42% and EasyJet group by -77%.

There were some network flow protective measures in November that generated 9 234 minutes of ATFM delay. The measures were mainly applied in Athinai ACC and at Iraklion, Rodos, Paris/Le Bourget and Lisbon airports. In the current circumstances, the NM will not report indicators on ATFM delay per flight until traffic recovers. (Source: NM).

Delays from the passengers' point of view

For November 2020, the Central Office for Delay Analysis (CODA) reported that the average delay per flight on departure was 4.9 minutes per flight - a decrease of 3.5 minutes per flight compared to November 2019. 6% of the total delay can be attributable to air traffic control. Airlines caused 62% of the total delay, resulting from such issues as technical problems, staff shortages or turnaround times that are too tightly scheduled. Airports caused 6% of the delays while the rest (IATA Code 85,86,71-79,97-99) of around 26% can be allocated to other reasons (Source: CODA-Dashboard-11-2020, Date 14/01/2021).

FABEC

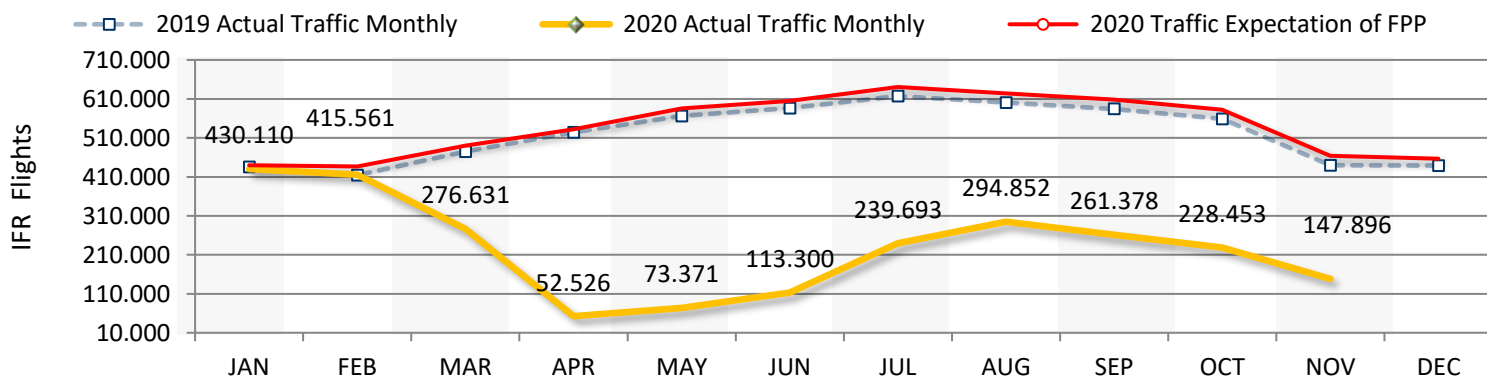
In the FABEC area, traffic decreased by 66.4% in November 2020 compared to the same month in 2019, leading to a 56.3% traffic decrease YTD. Traffic was down in a differentiated way in all ANSPs, from -70.2% in skyguide to -59.7% in LVNL. Airport traffic was down to a comparable extent (-66.3% in the FABEC area) but with even more disparities between ANSPs. Landings decreased by 73.2% in skyguide or 69.5% in DFS, but 59.2% in skeyes or 53.9% in ANA LUX. In November 2020, Paris ACC (640 min) and Zurich ACC (522 min) were the only units to generate some en-route ATFM delays. In Paris, delays were due to 'ATC-Capacity' (58%) and 'Staffing' (42%); whereas in Zurich, delays were due to 'ATC-Capacity' (100%).

Airport ATFM delays were mainly generated in Leipzig/Halle/EDDP (1 213 min) and Toussus Le Noble/LFPN (966 min). In Leipzig/Halle/EDDP, delays were exclusively due to 'Weather' (100%) and in Toussus Le Noble/LFPN, to 'Staffing' (100%).

FABEC TRAFFIC DEVELOPMENT (*en-route*)

FABEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
2019 Actual Traffic Monthly	435.809	414.272	474.729	524.490	566.051	586.281	617.104	600.261	584.310	558.973	439.854	438.590	5.802.134
2020 Actual Traffic Monthly	430.110	415.561	276.631	52.526	73.371	113.300	239.693	294.852	261.378	228.453	147.896		2.533.771
Growth (%)	-1,3 %	0,3 %	-41,7 %	-90,0 %	-87,0 %	-80,7 %	-61,2 %	-50,9 %	-55,3 %	-59,1 %	-66,4 %		-56,3 %
2020 Traffic Expectation of FPP	440.186	436.609	490.117	531.721	585.472	604.612	640.569	624.188	608.495	582.617	463.715	456.759	6.465.057
2020 Traffic Evolution (%)	-2,3 %	-4,8 %	-43,6 %	-90,1 %	-87,5 %	-81,3 %	-62,6 %	-52,8 %	-57,0 %	-60,8 %	-68,1 %		
2020 Traffic Cumulated (%)	-2,3 %	-3,5 %	-17,9 %	-38,1 %	-49,8 %	-55,9 %	-57,1 %	-56,4 %	-56,5 %	-57,0 %	-57,8 %		

2019 Actual Traffic Monthly and 2020 Actual Traffic Monthly values represent actual movements (source: PRU). It should be noted that the FPP is still being coordinated and it is therefore very likely that the traffic forecast will be adjusted.

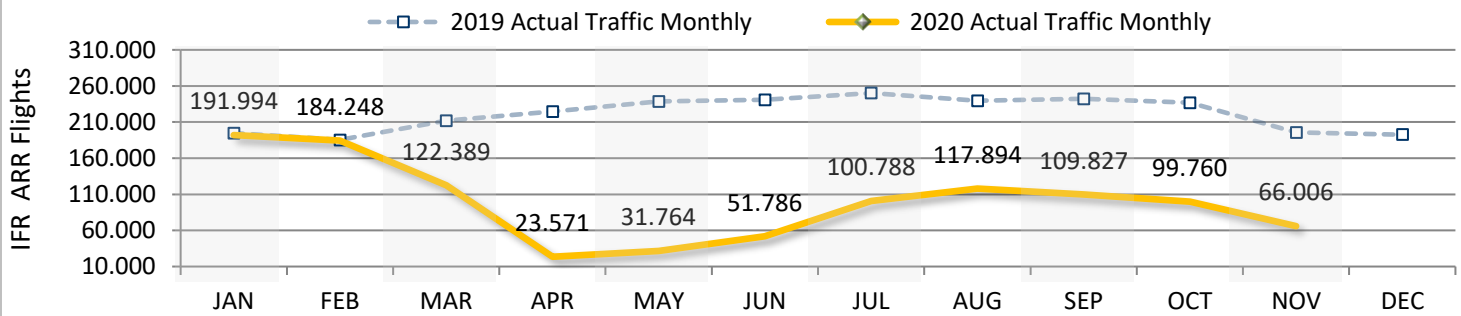


	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
skeyes													
2019 Actual Traffic Monthly	46.085	42.458	49.539	53.761	57.702	58.513	62.239	59.274	59.410	57.544	46.709	46.631	593.234
2020 Actual Traffic Monthly	44.865	43.754	30.860	7.531	9.492	13.158	26.573	29.137	25.192	22.506	17.536		270.604
Growth (%)	-2,6 %	3,1 %	-37,7 %	-86,0 %	-83,5 %	-77,5 %	-57,3 %	-50,8 %	-57,6 %	-60,9 %	-62,5 %		-54,4 %
DFS													
2019 Actual Traffic Monthly	222.009	211.766	240.686	258.289	282.291	286.199	299.444	292.210	291.681	284.915	225.050	223.636	2.894.540
2020 Actual Traffic Monthly	218.493	209.352	141.583	32.194	42.441	60.990	115.966	139.327	132.000	118.171	77.513		1.288.030
Growth (%)	-1,6 %	-1,1 %	-41,2 %	-87,5 %	-85,0 %	-78,7 %	-61,3 %	-52,3 %	-54,7 %	-58,5 %	-65,6 %		-55,5 %
DSNA													
2019 Actual Traffic Monthly	221.573	209.836	244.322	283.032	302.429	321.951	340.265	329.402	313.806	292.190	221.663	221.576	3.080.469
2020 Actual Traffic Monthly	217.787	213.859	140.091	19.006	27.568	49.864	131.897	166.442	134.236	111.919	69.265		1.281.934
Growth (%)	-1,7 %	1,9 %	-42,7 %	-93,3 %	-90,9 %	-84,5 %	-61,2 %	-49,5 %	-57,2 %	-61,7 %	-68,8 %		-58,4 %
LVNL													
2019 Actual Traffic Monthly	46.111	44.366	50.512	53.470	57.492	55.907	57.593	57.195	56.974	57.181	47.564	47.298	584.365
2020 Actual Traffic Monthly	46.552	44.046	32.102	6.404	9.188	12.648	22.853	30.023	28.650	25.096	19.150		276.712
Growth (%)	1,0 %	-0,7 %	-36,4 %	-88,0 %	-84,0 %	-77,4 %	-60,3 %	-47,5 %	-49,7 %	-56,1 %	-59,7 %		-52,6 %
MUAC													
2019 Actual Traffic Monthly	138.773	129.324	147.712	154.875	164.086	166.793	176.133	173.200	168.761	166.082	137.728	139.287	1.723.467
2020 Actual Traffic Monthly	133.754	127.979	91.834	18.524	24.874	32.882	65.762	86.306	79.956	71.184	47.963		781.018
Growth (%)	-3,6 %	-1,0 %	-37,8 %	-88,0 %	-84,8 %	-80,3 %	-62,7 %	-50,2 %	-52,6 %	-57,1 %	-65,2 %		-54,7 %
skyguide													
2019 Actual Traffic Monthly	89.334	86.268	99.645	110.651	120.991	127.214	133.394	127.821	124.023	115.533	86.141	89.466	1.221.015
2020 Actual Traffic Monthly	90.405	88.622	52.617	8.004	11.569	20.805	50.662	62.083	51.333	43.305	25.675		505.080
Growth (%)	1,2 %	2,7 %	-47,2 %	-92,8 %	-90,4 %	-83,6 %	-62,0 %	-51,4 %	-58,6 %	-62,5 %	-70,2 %		-58,6 %

FABEC TRAFFIC DEVELOPMENT (*arrival*)

FABEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
2019 Actual Traffic Monthly	194.850	185.420	211.796	224.471	238.490	240.788	250.186	239.483	242.195	236.830	195.678	192.743	2.460.187
2020 Actual Traffic Monthly	191.994	184.248	122.389	23.571	31.764	51.786	100.788	117.894	109.827	99.760	66.006		1.100.027
Growth (%)	-1,5 %	-0,6 %	-42,2 %	-89,5 %	-86,7 %	-78,5 %	-59,7 %	-50,8 %	-54,7 %	-57,9 %	-66,3 %		-55,3 %

2018 Monthly and 2019 Monthly values represent actual arrivals (source: PRU).



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
ANA LUX													
2019 Actual Traffic Monthly	2.728	2.640	3.007	3.285	3.451	3.420	3.410	3.160	3.445	3.466	3.150	3.022	35.162
2020 Actual Traffic Monthly	2.880	2.741	1.942	564	696	1.111	1.856	1.878	1.810	1.780	1.452		18.710
Growth (%)	5,6 %	3,8 %	-35,4 %	-82,8 %	-79,8 %	-67,5 %	-45,6 %	-40,6 %	-47,5 %	-48,6 %	-53,9 %		-46,8 %

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
skeyes													
2019 Actual Traffic Monthly	9.804	8.825	10.293	11.083	11.763	11.678	12.607	12.086	12.016	11.632	10.315	9.981	122.102
2020 Actual Traffic Monthly	9.686	9.401	6.802	2.282	2.766	3.256	5.436	5.650	4.946	4.857	4.207		59.289
Growth (%)	-1,2 %	6,5 %	-33,9 %	-79,4 %	-76,5 %	-72,1 %	-56,9 %	-53,3 %	-58,8 %	-58,2 %	-59,2 %		-51,4 %

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
DFS													
2019 Actual Traffic Monthly	78.274	75.894	85.673	88.848	96.254	95.027	98.049	95.422	98.321	97.898	79.529	76.266	989.189
2020 Actual Traffic Monthly	75.189	72.929	48.623	11.000	13.304	19.213	34.831	39.692	39.174	36.670	24.282		414.907
Growth (%)	-3,9 %	-3,9 %	-43,2 %	-87,6 %	-86,2 %	-79,8 %	-64,5 %	-58,4 %	-60,2 %	-62,5 %	-69,5 %		-58,1 %

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
DSNA													
2019 Actual Traffic Monthly	66.766	63.317	73.401	81.023	84.477	88.656	92.799	86.055	86.206	81.851	67.332	66.631	871.883
2020 Actual Traffic Monthly	67.423	64.708	41.799	6.209	9.982	20.162	42.454	49.573	44.823	39.786	24.084		411.003
Growth (%)	1,0 %	2,2 %	-43,1 %	-92,3 %	-88,2 %	-77,3 %	-54,3 %	-42,4 %	-48,0 %	-51,4 %	-64,2 %		-52,9 %

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
LVNL													
2019 Actual Traffic Monthly	18.998	18.021	20.363	21.455	22.973	22.330	22.933	23.046	22.639	22.777	19.390	19.628	234.925
2020 Actual Traffic Monthly	19.189	17.942	12.910	2.280	3.152	4.385	8.373	12.008	11.519	10.107	7.699		109.564
Growth (%)	1,0 %	-0,4 %	-36,6 %	-89,4 %	-86,3 %	-80,4 %	-63,5 %	-47,9 %	-49,1 %	-55,6 %	-60,3 %		-53,4 %

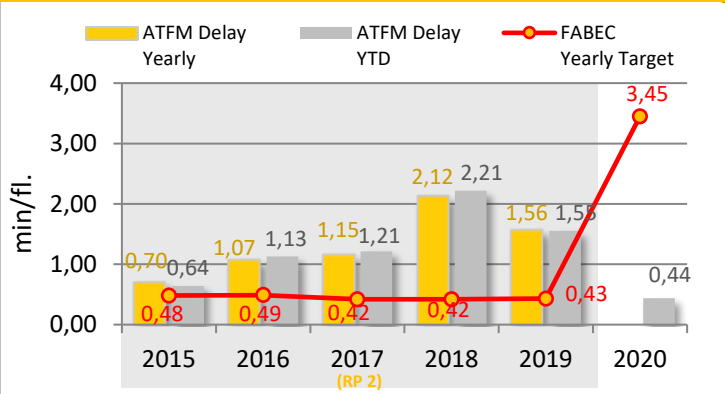
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
skyguide													
2019 Actual Traffic Monthly	18.280	16.723	19.059	18.777	19.572	19.677	20.388	19.714	19.568	19.206	15.962	17.215	206.926
2020 Actual Traffic Monthly	17.627	16.527	10.313	1.236	1.864	3.659	7.838	9.093	7.555	6.560	4.282		86.554
Growth (%)	-3,6 %	-1,2 %	-45,9 %	-93,4 %	-90,5 %	-81,4 %	-61,6 %	-53,9 %	-61,4 %	-65,8 %	-73,2 %		-58,2 %

KPI #1: En-route ATFM delay per controlled flight (FABEC)

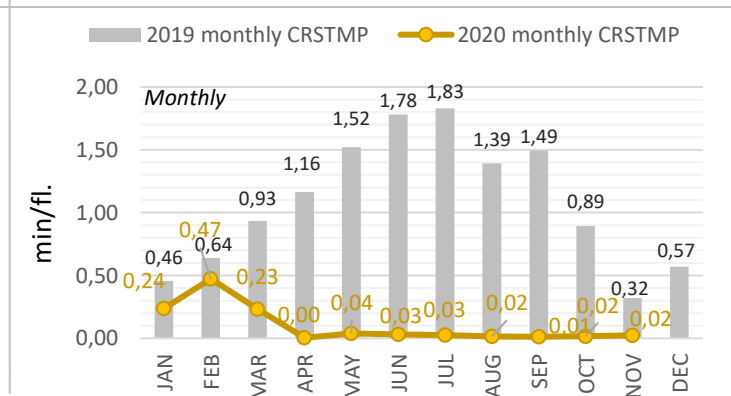
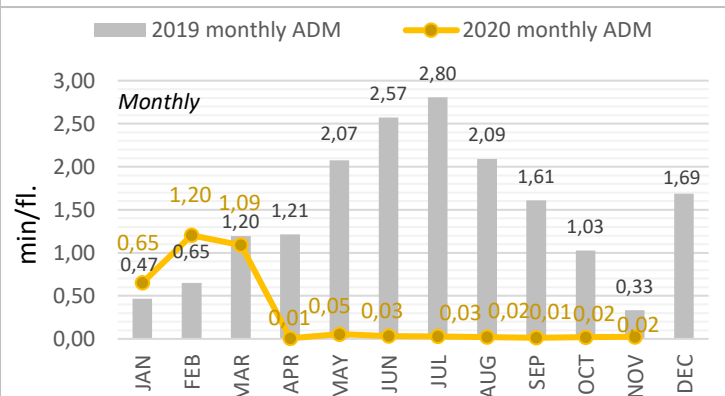
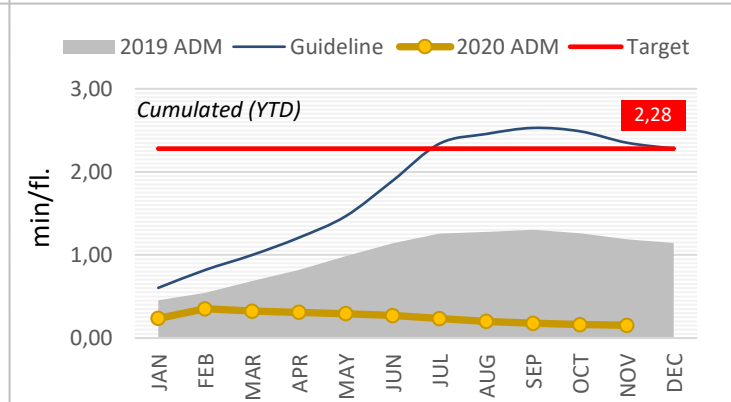
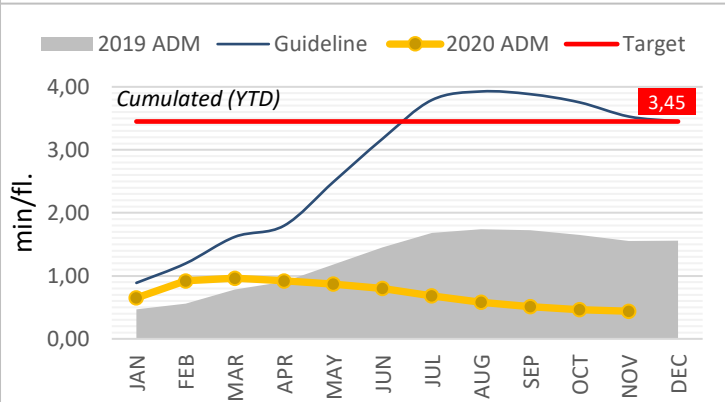
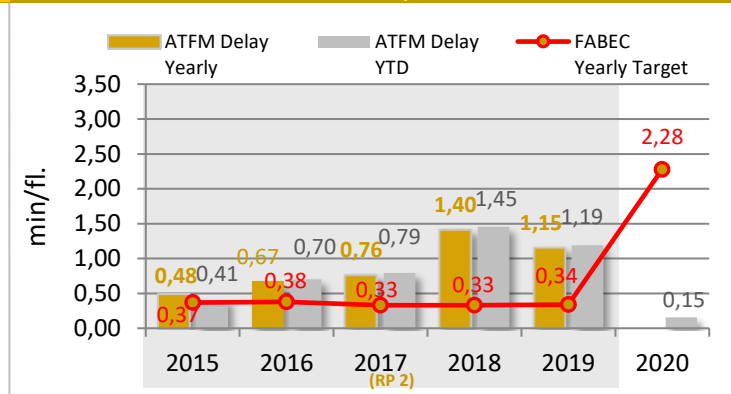
	YTD 2020	YTD 2019	YTD 2020	YTD 2019
En-route Delay All causes	0,44	1,55	0,15	1,19
FABEC Target (yearly value)	3,45		2,28	
Guideline	3,53		2,35	
Minute ('000) ALL causes	1.113	9.004	390	6.900
Diff. 2020 - 2019	- 87,6 %		- 94 %	
Traffic ('000)	2.534	5.802		
Diff. 2020 - 2019	- 56,3 %			
<i>Potential savings (*) due to underbid the delay Target (all Causes) in Mio EURO (YTD)</i>				
+ 0,00				

* Cost of ATFM-delay per min = 87 €

All Delay Causes



CRSTMP Delay Causes



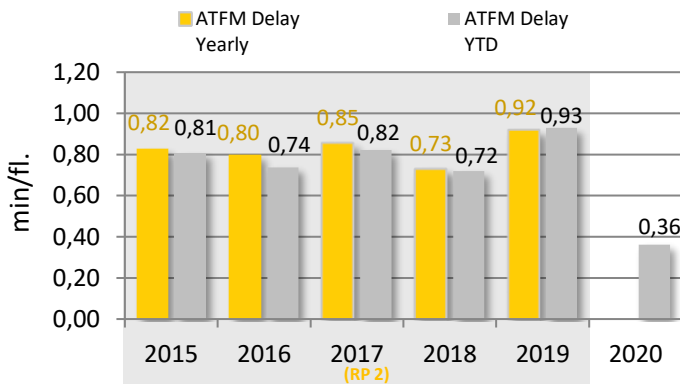
The guideline for the en-route ATFM delay per movement is a basic cumulative extrapolation of the previous three years monthly allocation and is designed to give an impression, how the YTD figures should be, in order to reach the yearly 2020 published targets (3,45 min per flight for all delay causes and 2,28 min per flight for the delay causes CRSTMP). It should be noted that the FPP is still being coordinated and it is therefore very likely that the target value will be adjusted.

KPI #2: Arrival ATFM delay per controlled flight (FABEC)

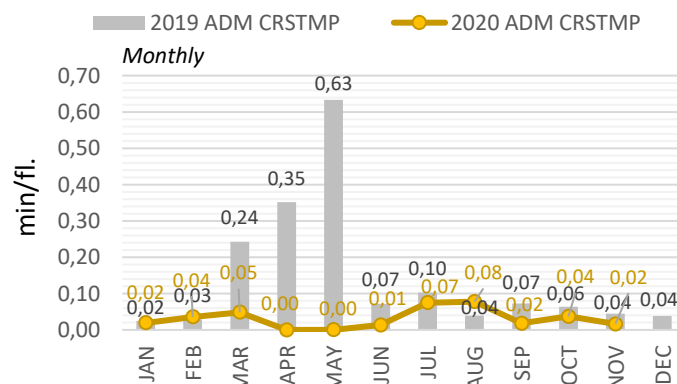
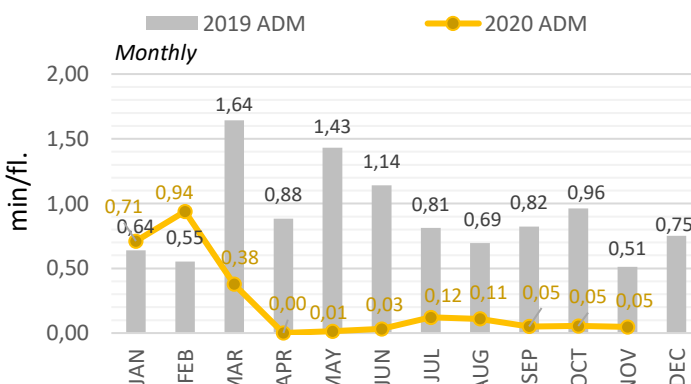
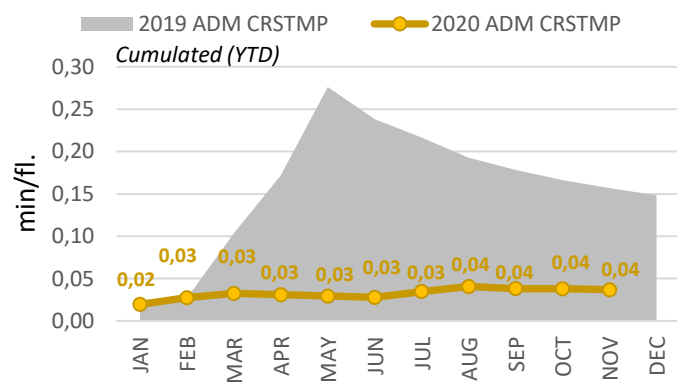
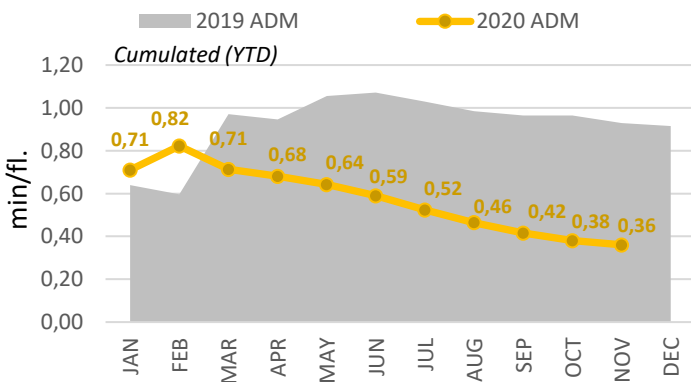
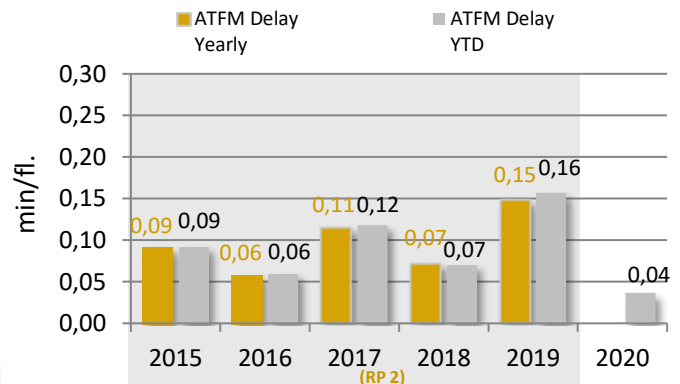
	YTD 2020	YTD 2019
Arrival Delay All causes	0,36	0,93
<i>Diff. 2020 - 2019</i>	- 61 %	
Minute ('000) ALL causes	397	2.285
<i>Diff. 2020 - 2019</i>	- 83 %	
Traffic ('000)	1.100	2.460
<i>Diff. 2020 - 2019</i>	- 55,3 %	

	YTD 2020	YTD 2019
Arrival Delay CRSTMP causes	0,04	0,16
<i>Diff. 2020 - 2019</i>	- 77 %	
Minute ('000) CRSTMP causes	40	386
<i>Diff. 2020 - 2019</i>	- 90 %	

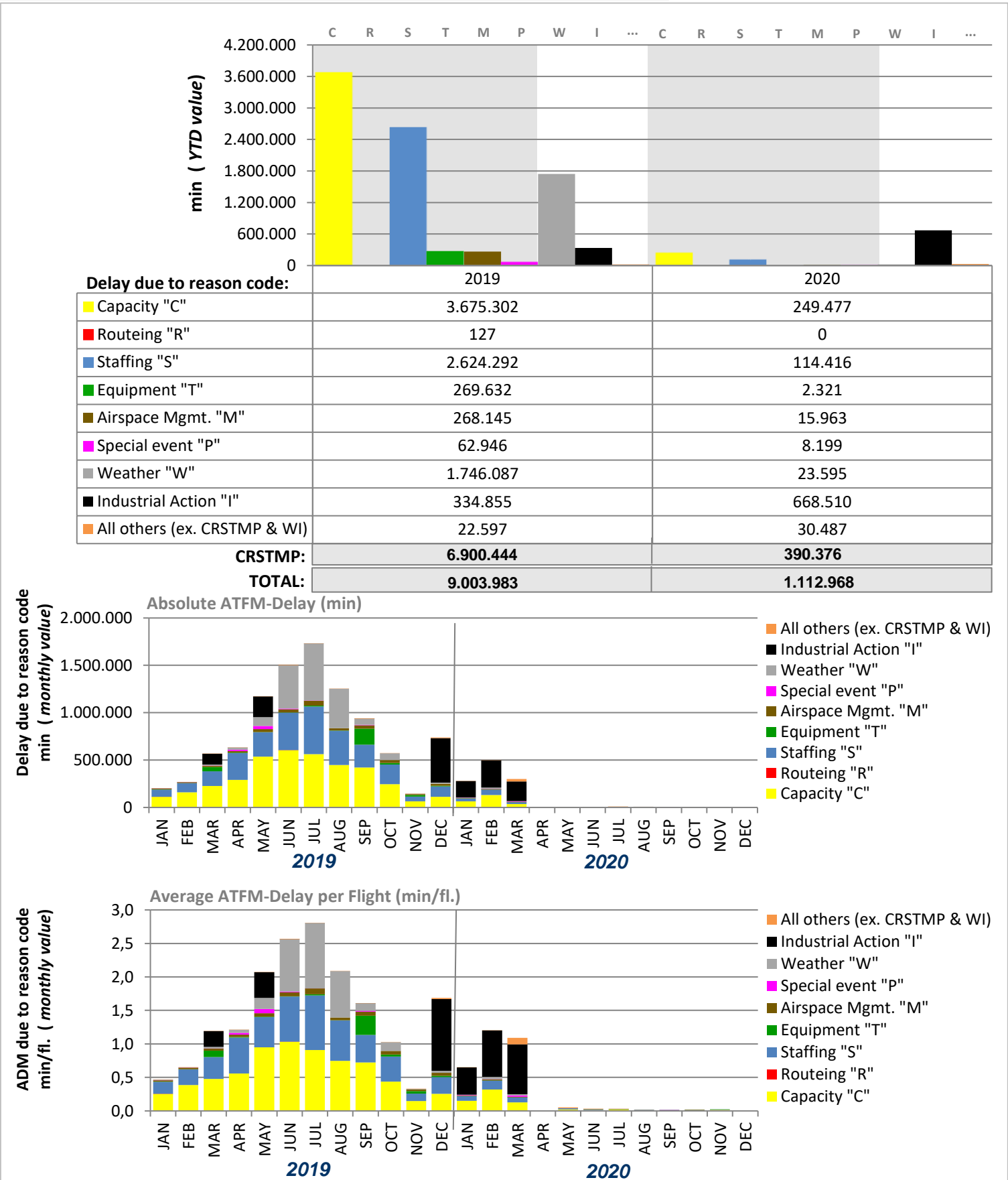
All Delay Causes



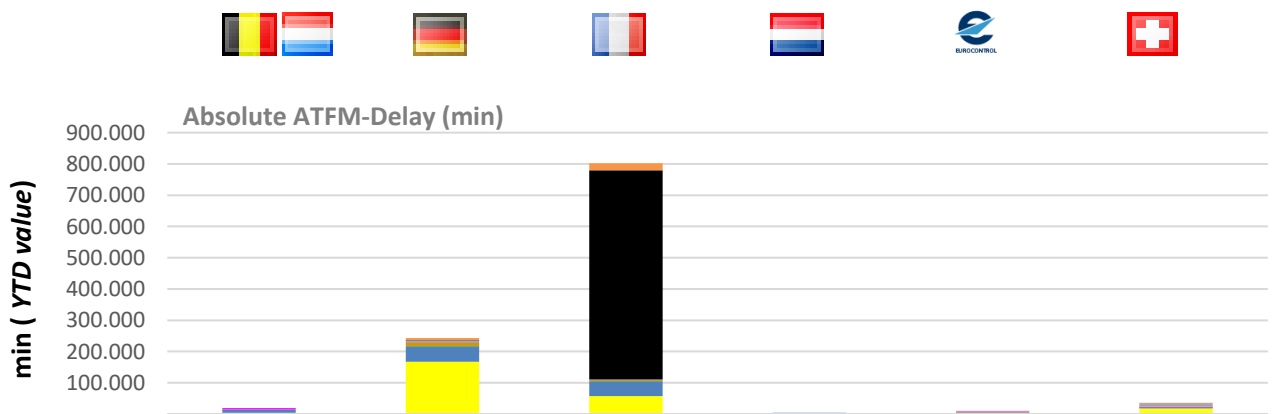
CRSTMP Delay Causes



KPI #1: En-route ATFM delay per reason code (FABEC)



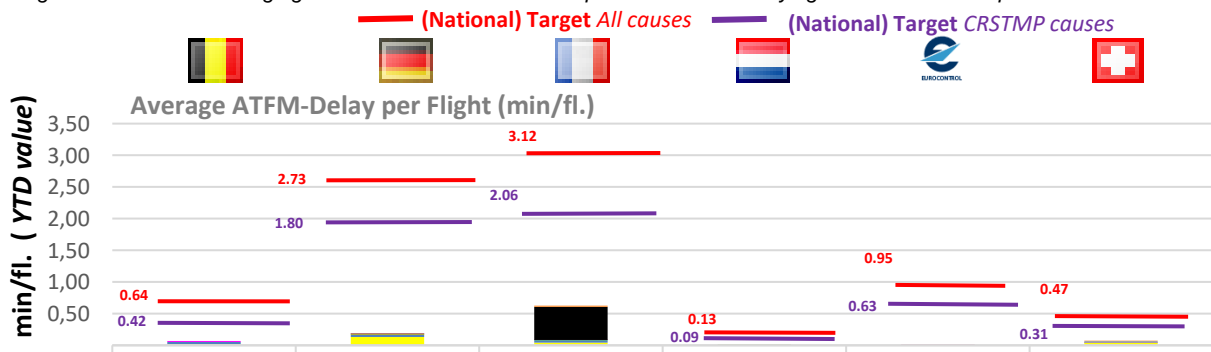
KPI #1: En-route ATFM delay per controlled flight (ANSP)



	skeyes	DFS	DSNA	LVNL	MUAC	skyguide
All others (ex. CRSTMP & WI)		6.633	22.892			962
Industrial Action "I"		113	668.397			
Weather "W"		6.541	2.197		2.271	12.586
Special event "P"	3.691	404	442		1.919	1.743
Airspace Mgmt. "M"		11.970	2.827		1.166	
Equipment "T"		715	1.468			138
Staffing "S"	10.713	49.375	46.485	29	4.872	2.942
Routeing "R"						
Capacity "C"	4.120	166.950	57.452	2.468	611	17.876

CRSTMP:	18.524	229.414	108.674	2.497	8.568	22.699
TOTAL:	18.524	242.701	802.160	2.497	10.839	36.247

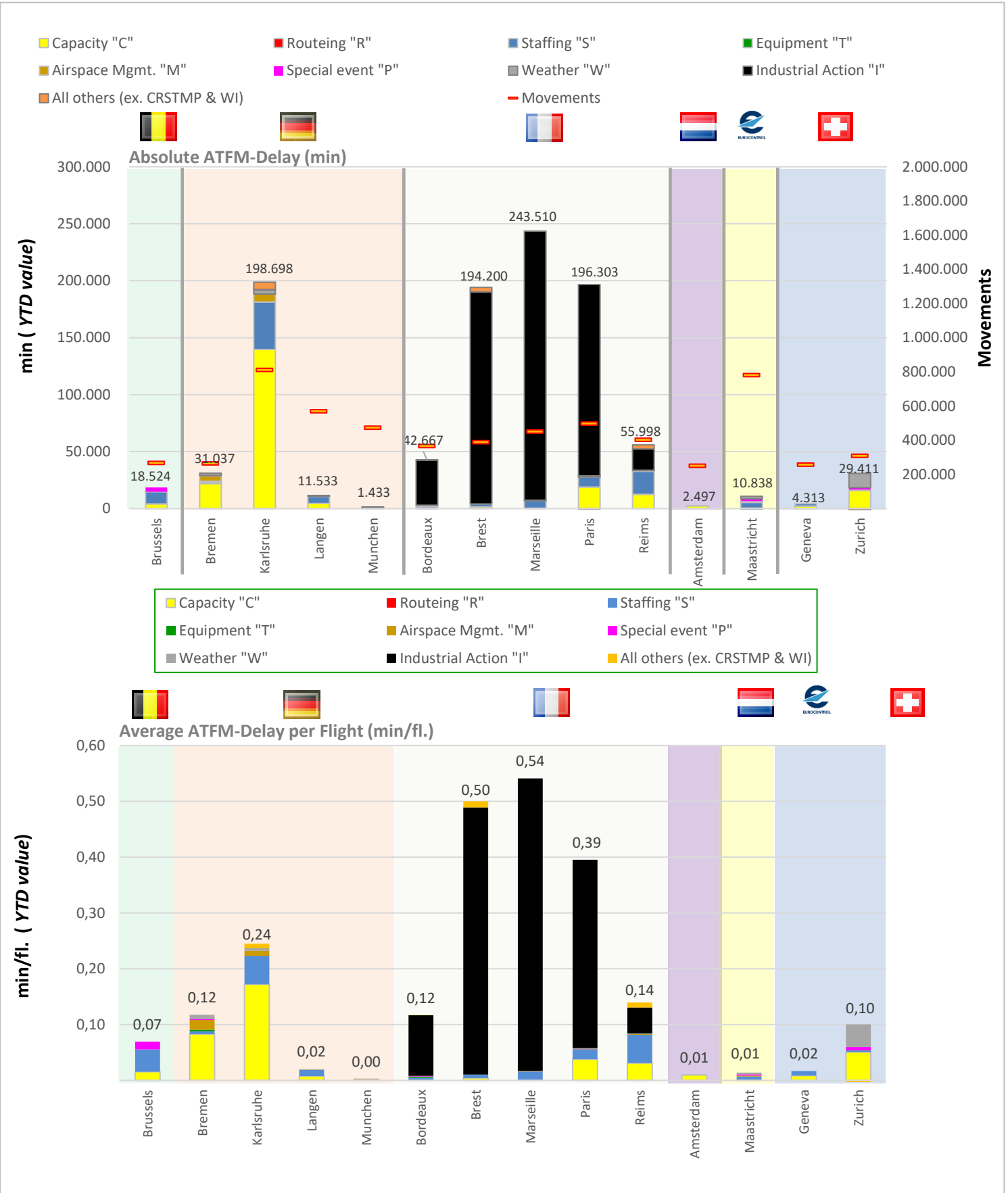
*Belgium and Luxembourg are in a common charging zone and FIR. There is no separate en-route delay figure and incentives/penalties are shared.



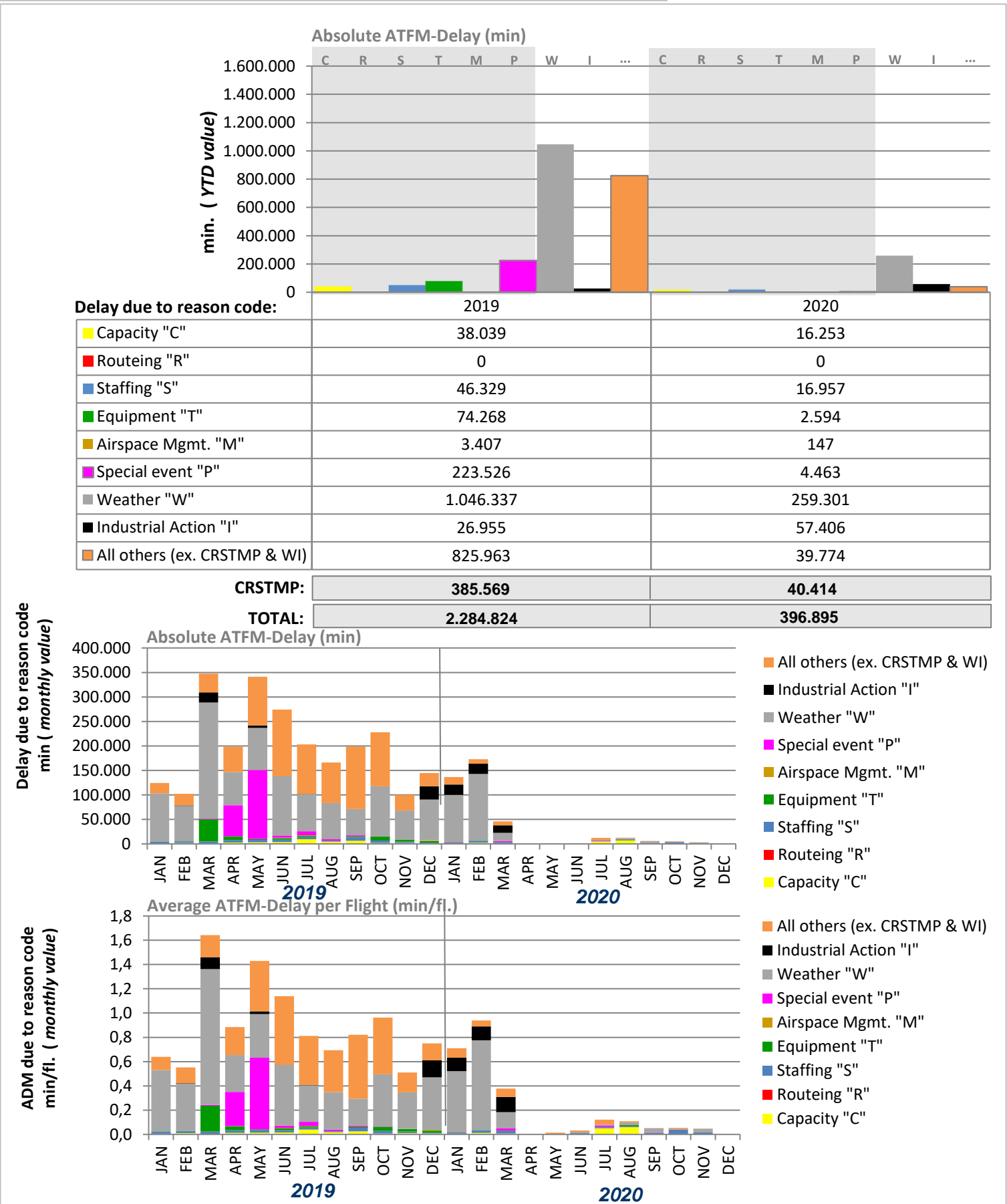
	skeyes	DFS	DSNA	LVNL	MUAC	skyguide
All others (ex. CRSTMP & WI)		0,01	0,02	0,00	0,00	0,00
Industrial Action "I"		0,00	0,52			
Weather "W"		0,01	0,00	0,00	0,00	0,02
Special event "P"	0,01	0,00	0,00	0,00	0,00	0,00
Airspace Mgmt. "M"		0,01	0,00		0,00	
Equipment "T"		0,00	0,00			0,00
Staffing "S"	0,04	0,04	0,04	0,00	0,01	0,01
Routeing "R"						
Capacity "C"	0,02	0,13	0,04	0,01	0,00	0,04

CRSTMP:	0,07	0,18	0,08	0,01	0,01	0,04
TOTAL:	0,07	0,19	0,63	0,01	0,01	0,07

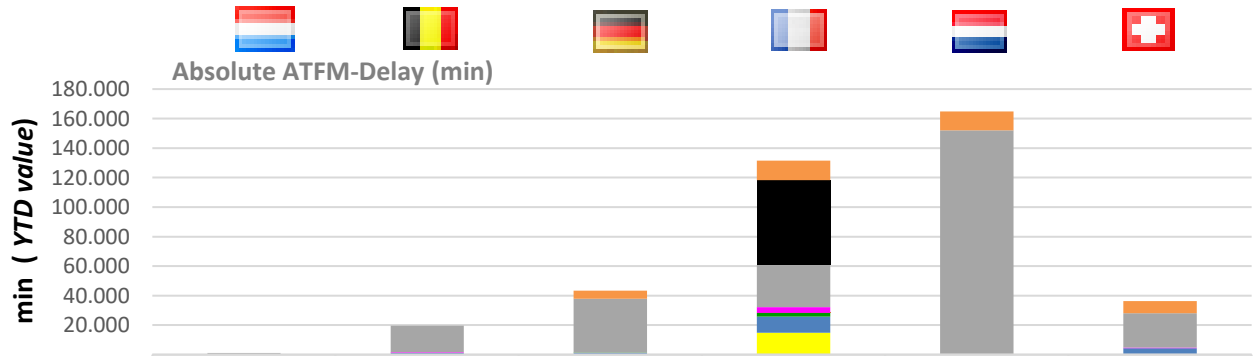
KPI #1: En-route ATFM delay per controlled flight (ACC)



KPI #2: Arrival ATFM delay per reason code (FABEC)



KPI #2: Arrival ATFM delay per controlled flight (ANSP)



	ANA LUX	skeyes	DFS	DSNA	LVNL	skyguide
All others (ex. CRSTMP & WI)			5.403	13.301	12.710	8.360
Industrial Action "I"				57.406		
Weather "W"	1.134	18.087	36.728	28.511	151.534	23.307
Special event "P"		375		3.826		262
Airspace Mgmt. "M"				147		
Equipment "T"			85	2.509		
Staffing "S"		1.200	703	10.986		4.068
Routeing "R"						
Capacity "C"			507	14.775	574	397
CRSTMP:		1.575	1.295	32.243	574	4.727
TOTAL:	1.134	19.662	43.426	131.461	164.818	36.394



	ANA LUX	skeyes	DFS	DSNA	LVNL	skyguide
All others (ex. CRSTMP & WI)		0,00	0,01	0,03	0,12	0,10
Industrial Action "I"				0,14		
Weather "W"	0,06	0,31	0,09	0,07	1,38	0,27
Special event "P"		0,01	0,00	0,01	0,00	0,00
Airspace Mgmt. "M"				0,00		
Equipment "T"			0,00	0,01	0,00	
Staffing "S"		0,02	0,00	0,03		0,05
Routeing "R"						
Capacity "C"			0,00	0,04	0,01	0,00
CRSTMP:	0,00	0,03	0,00	0,08	0,01	0,05
TOTAL:	0,06	0,33	0,10	0,32	1,50	0,42

Glossary

KPI #1:

KPI #1 is set by IR (EU) 2019/317 and is expressed in minutes per flight. The EU-wide targets set for RP3 for this indicator are for 2020: 0.9 min/fl., 2021: 0.9 min/fl., 2022: 0.7 min/fl., 2023: 0.5 min/fl., 2024: 0.5 min/fl.

The targets set at FABEC level are as follows for the indicator 'En-route ATFM delay (all regulation causes) per controlled flight' for 2020: 3.45 min/fl., 2021: 3.88 min/fl., 2022: 3.61 min/fl., 2023: 2.19 min/fl., 2024: 1.78 min/fl.

The targets set at FABEC level are as follows for the indicator 'En-route ATFM delay (CRSTMP regulation causes) per controlled flight' for 2020: 2.28 min/fl., 2021: 2.56 min/fl., 2022: 2.38 min/fl., 2023: 1.45 min/fl., 2024: 1.17 min/fl.

KPI #2:

KPI #2 is set by IR (EU) 2019/317 and is expressed in minutes per flight. For this indicator, no targets have been defined at EU and FABEC level for RP3. The targets have been set at local level.

Cause	CODE	Guidelines for Application
ATC Capacity	C	En Route: Demand exceeds or complexity reduces declared or expected ATC capacity Airport: Demand exceeds declared or expected ATC capacity.
ATC Industrial Action	I	Reduction in any capacity due to industrial action by ATC staff
ATC Routeings	R	Network solutions / scenarios used to balance demand and capacity
ATC Staffing	S	Unplanned staff shortage reducing expected capacity.
ATC Equipment	T	Reduction of expected or declared capacity due to the non-availability or degradation of equipment used to provide an ATC service.
Accident / Incident	A	Reduction of expected ATC capacity due to an aircraft accident / incident.
Aerodrome Capacity	G	Reduction in declared or expected capacity due to the degradation or non-availability of infrastructure at an airport. e.g. Work in Progress, shortage of aircraft stands etc. Or when demand exceeds expected aerodrome capacity.
Equipment NON ATC- to be Aerodrome Services	E	Reduced capacity due to the degradation or non-availability of support equipment at an airport e.g. Fire Service, De-icing / snow removal equipment or other ground handling equipment.
Industrial Action NON ATC	N	A reduction in expected / planned capacity due to industrial action by non ATC personnel.
Airspace Management	M	Reduction in declared or expected capacity following changes in airspace / route availability due to small scale military activity.
Special Event	P	Reduction in planned, declared or expected capacity or when demand exceeds the above capacities as a result of a major sporting, governmental or social event. It may also be used for ATM system upgrades and transitions. Large multinational military exercises may also use this reason. This category should only be used with prior approval during the planning process.
Weather	W	Reduction in expected capacity due to any weather phenomena. This includes where weather impacts airport infrastructure capacity, but where aerodrome services are operating as planned / expected.
Environmental Issues	V	Reduction in any capacity or when demand exceeds any capacity due to agreed local noise, runway usage or similar procedures. This category should only be used with prior agreement in the planning process.
Other	O	This should only be used in exceptional circumstances when no other category is sufficient. An explanatory ANM remark MUST be given to allow post ops analysis.

CRSTMP:

ATC Capacity (**C**), ATC Routeings (**R**), ATC Staffing (**S**), ATC Equipment (**T**), Airspace Management (**M**), Special Event (**P**); a set of regulation codes which are defined in the Common Charging Scheme Regulation (IR 2019/317) and subject to financial incentive.

Note: Arrival figures (traffic and delay) do only include EBBR and EBLG for Belgium and only EHAM for the Netherlands.

TABLE OF ABBREVIATIONS

ADM - Average en-route ATFM Delay per Movement
ANSP - Air Navigation Service Provider
ATFM - Air Traffic Flow Management
ANM - Aeronautical Notification Message
FABEC - Functional Airspace Block Europe Central

ATM - Air Traffic Management
PRU - Performance Review Unit
YTD - Year to Date value
FPP - FABEC Performance Plan
CODA - Central Office for Delay Analysis

FABEC Performance Report Capacity:

Editor: FABEC PMG
Sources: EUROCONTROL, FABEC ANSPs
Status: November 2020

www.FABEC.eu

Notice

The FABEC PMG has made every effort to ensure that the information and analysis contained in this document are as accurate and complete as possible.

Only information from quoted sources has been used and information relating to named parties has been checked with the parties concerned.

Despite these precautions, should you find any errors or inconsistencies we would be grateful if you could please bring them to the FABEC PMGs attention.