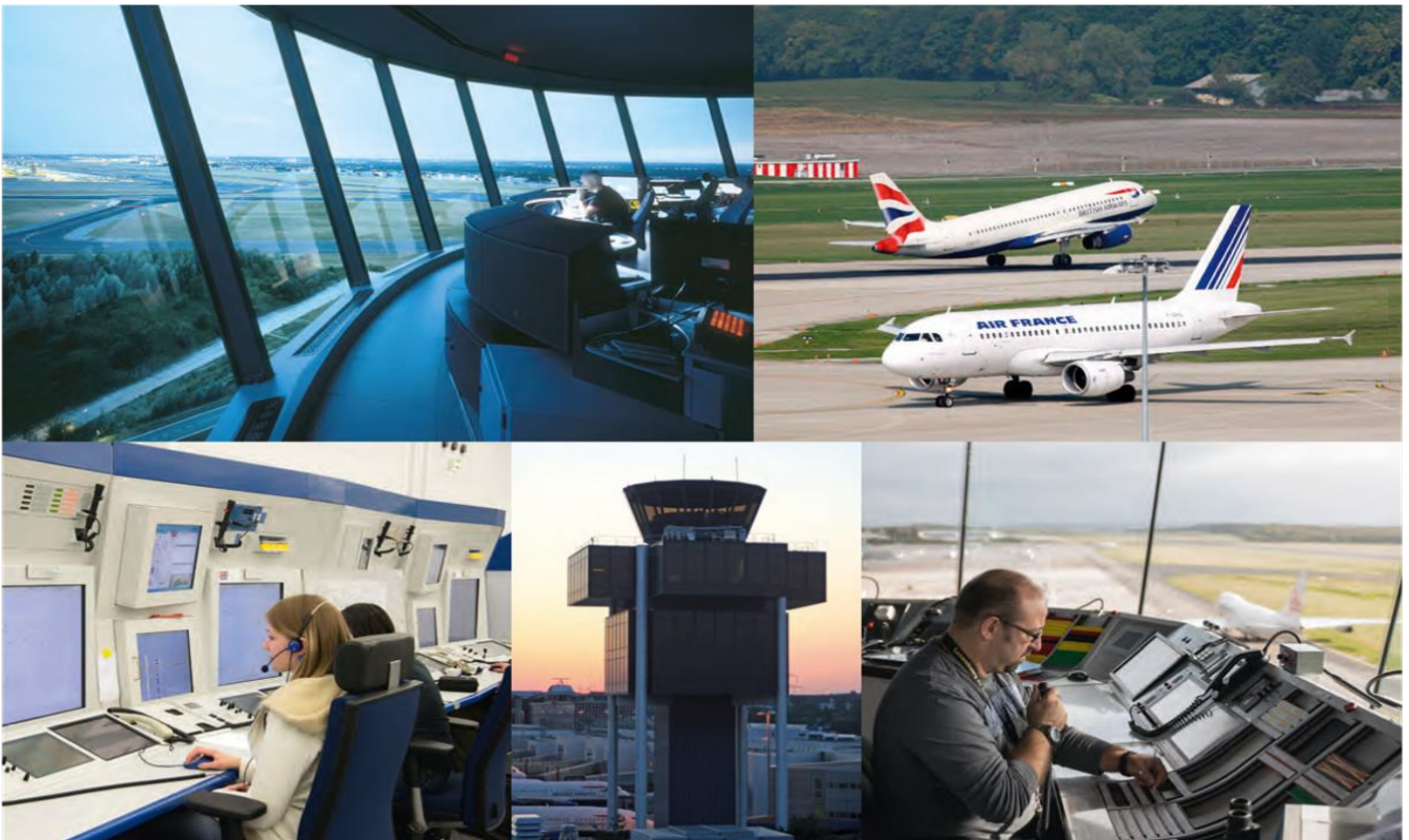




PERFORMANCE REPORT 2020 - 2024

CAPACITY

June 2020



making the difference

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Description & Analysis

Europe

The network showed signs of recovery during June with 62% traffic increase compared to May 2020. Average daily traffic was 7,270 flights; around 16.3% was cargo and passenger cargo operations. The Top 3 Aircraft Operator groups (from February) were operating around 90% fewer flights compared to June 2019. There were a handful of network flow protective measures in June and around 5,500 minutes of ATFM delay. COVID-19 continued to affect network traffic throughout the month. There were 218,193 flights in June 2020 - 79.0% fewer than in June 2019. NM estimates that around 820,000 flights did not operate in June. The largest traffic reduction (compared to the same operational day of 2019) was 85.3% on 01 June 2020 with only 5,087 flights. The busiest day was 26 June with 9,858 flights. Most European countries started to recover flights and had between 70% and 90% fewer flights compared to June 2019. A slight recovery was clearly visible during June.

Paris/Charles de Gaulle was the busiest airport with an average of 328 movements per day, followed by Frankfurt/Main (312), Amsterdam/Schiphol (292), London/Heathrow (252) and Istanbul airport (234). Traffic increase at Istanbul/Atatürk is mainly due to ad-hoc cargo flights from China. Liege airport traffic increase is due to more TNT/FEDEX cargo flights compared to last year. Air France was the main operator at Paris/Charles de Gaulle, Lufthansa at Frankfurt, KLM at Amsterdam/Schiphol, British Airways at London/Heathrow and Turkish Airlines at Istanbul airport.

Turkish Airlines was the busiest operator with an average of 367 movements per day, followed by Lufthansa (206), Wideroe (202), DHL express (184) and Wizz Air (176). The top 3 AO groups (as of February) were operating at less than 90% traffic levels. In January-February they represented close to 40% of network traffic. All-Cargo and passenger cargo flights represented close to 16.3% of all traffic throughout June.

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 June 2020, the Central Office for Delay Analysis (CODA) reported that the average delay per flight on departure was 7.6 minutes per flight - a decrease of 8.9 minutes per flight compared to June 2019.

4 % of the total delay can be attributable to air traffic control. Airlines caused 58% 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 31% can be allocated to other reasons (Source: CODA-Dashboard-06-2020, Date 20/08/2020).

FABEC

In the FABEC area, traffic decreased by 80.7% in June 2020 compared to the same month in 2019, leading to a 54.6% traffic decrease YTD. Traffic was down in a similar way in all ANSPs, from -84.5% in DSN to -77.4% in LVNL. Airport traffic was down to a similar extent, from 81.4% in skyguide to 67.5% in ANA LUX.

In June 2020, Marseille TMA (2074 min) and Zurich ACC (1477 min) were the only units to generate en-route ATFM delays. In Marseille, delays were due to 'Airspace Management' (45%), 'Staffing' (35%) and 'ATC-Capacity' (20%); in Zurich, 'ATC-Capacity' (76%), 'Staffing' (16%) and 'Other' (8%).

Airport ATFM delays were generated in Paris Le Bourget/LFPB (595 min due to 'Staffing'), Liège/EBLG (385 min due to 'Weather') and Frankfurt am Main/EDDF (331 min due to 'Aerodrome Disruptions').

World - Recovery Delayed as International Travel Remains Locked Down (IATA, 28 Jul 2020)

The International Air Transport Association (IATA) released an updated global passenger forecast showing that the recovery in traffic has been slower than had been expected.

The more pessimistic recovery outlook is based on several recent trends:

Slow virus containment in the US and developing economies: Although developed economies outside of the US have been largely successful in containing the spread of the virus, renewed outbreaks have occurred in these economies, and in China. Furthermore, there is little sign of virus containment in many important emerging economies, which in combination with the US, represent around 40% of global air travel markets. Their continued closure, particularly to international travel, is a significant drag on recovery.

Reduced corporate travel: Corporate travel budgets are expected to be very constrained as companies continue to be under financial pressure even as the economy improves. In addition, while historically GDP growth and air travel have been highly correlated, surveys suggest this link has weakened, particularly regarding business travel, as video conferencing appears to have made significant inroads as a substitute for in-person meetings.

Weak consumer confidence: While pent-up demand exists for VFR (visiting friends and relatives) and leisure travel, consumer confidence is weak in the face of concerns over job security and rising unemployment, as well as risks of catching COVID-19. Some 55% of respondents to IATA's June passenger survey don't plan to travel in 2020.

Owing to these factors, IATA's revised baseline forecast is for global enplanements to fall 55% in 2020 compared to 2019 (the April forecast was for a 46% decline). Passenger numbers are expected to rise 62% in 2021 off the depressed 2020 base, but still will be down almost 30% compared to 2019. A full recovery to 2019 levels is not expected until 2023, one year later than previously forecast.

Meanwhile, since domestic markets are opening ahead of international markets, and because passengers appear to prefer short haul travel in the current environment, RPKs will recover more slowly, with passenger traffic expected to return to 2019 levels in 2024, one year later than previously forecast. Scientific advances in fighting COVID-19 including development of a successful vaccine, could allow a faster recovery. However, at present there appears to be more downside risk than upside to the baseline forecast.

"Passenger traffic hit bottom in April, but the strength of the upturn has been very weak. What improvement we have seen has been domestic flying.

International markets remain largely closed. Consumer confidence is depressed and not helped by the UK's weekend decision to impose a blanket quarantine on all travelers returning from Spain. And in many parts of the world infections are still rising. All of this points to a longer recovery period and more pain for the industry and the global economy," said Alexandre de Juniac, IATA's Director General and CEO.

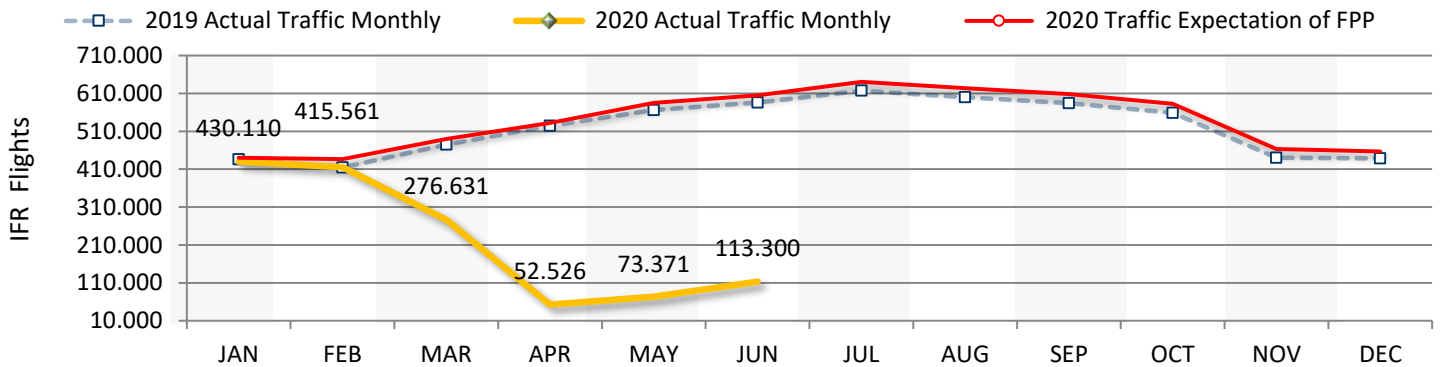
"For airlines, this is bad news that points to the need for governments to continue with relief measures—financial and otherwise. A full Northern Winter season waiver on the 80-20 use-it-or-lose-it slot rule, for example, would provide critical relief to airlines in planning schedules amid unpredictable demand patterns.

Airlines are planning their schedules. They need to keep sharply focused on meeting demand and not meeting slot rules that were never meant to accommodate the sharp fluctuations of a crisis. The earlier we know the slot rules the better, but we are still waiting for governments in key markets to confirm a waiver," said de Juniac. (Source: <https://www.iata.org/en/pressroom/pr/2020-07-28-02/>).

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	3.001.632
2020 Actual Traffic Monthly	430.110	415.561	276.631	52.526	73.371	113.300							1.361.499
Growth (%)	-1,3 %	0,3 %	-41,7 %	-90,0 %	-87,0 %	-80,7 %							-54,6 %
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 %							
2020 Traffic Cumulated (%)	-2,3 %	-3,5 %	-17,9 %	-38,1 %	-49,8 %	-55,9 %							

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.

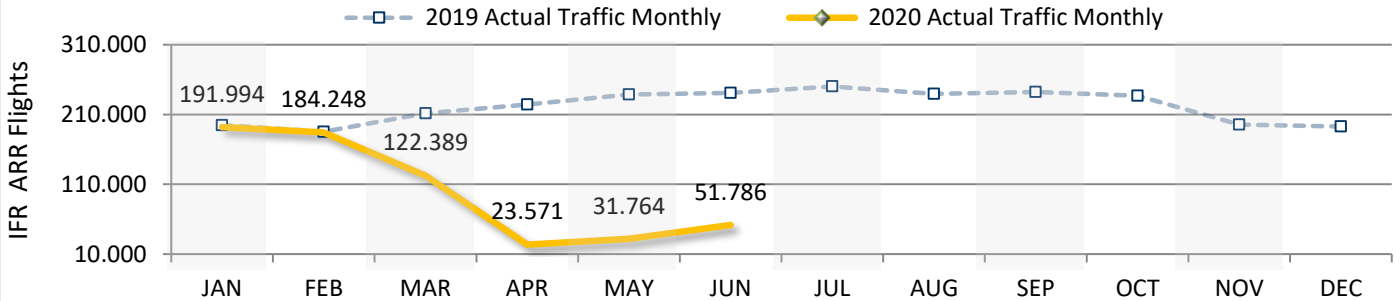


	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
skeyes													
2019 Actual Traffic Monthly	46.085	42.458	49.539	53.761	57.702	58.513	62.239	59.274	59.410	57.544	46.709	46.631	308.058
2020 Actual Traffic Monthly	44.865	43.754	30.860	7.531	9.492	13.158							149.660
Growth (%)	-2,6 %	3,1 %	-37,7 %	-86,0 %	-83,5 %	-77,5 %							-51,4 %
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	1.501.240
2020 Actual Traffic Monthly	218.493	209.352	141.583	32.194	42.441	60.990							705.053
Growth (%)	-1,6 %	-1,1 %	-41,2 %	-87,5 %	-85,0 %	-78,7 %							-53,0 %
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	1.583.143
2020 Actual Traffic Monthly	217.787	213.859	140.091	19.006	27.568	49.864							668.175
Growth (%)	-1,7 %	1,9 %	-42,7 %	-93,3 %	-90,9 %	-84,5 %							-57,8 %
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	307.858
2020 Actual Traffic Monthly	46.552	44.046	32.102	6.404	9.188	12.648							150.940
Growth (%)	1,0 %	-0,7 %	-36,4 %	-88,0 %	-84,0 %	-77,4 %							-51,0 %
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	901.563
2020 Actual Traffic Monthly	133.754	127.979	91.834	18.524	24.874	32.882							429.847
Growth (%)	-3,6 %	-1,0 %	-37,8 %	-88,0 %	-84,8 %	-80,3 %							-52,3 %
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	634.103
2020 Actual Traffic Monthly	90.405	88.622	52.617	8.004	11.569	20.805							272.022
Growth (%)	1,2 %	2,7 %	-47,2 %	-92,8 %	-90,4 %	-83,6 %							-57,1 %

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	1.295.815
2020 Actual Traffic Monthly	191.994	184.248	122.389	23.571	31.764	51.786							605.752
Growth (%)	-1,5 %	-0,6 %	-42,2 %	-89,5 %	-86,7 %	-78,5 %							-53,3 %

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	18.531
2020 Actual Traffic Monthly	2.880	2.741	1.942	564	696	1.111							9.934
Growth (%)	5,6 %	3,8 %	-35,4 %	-82,8 %	-79,8 %	-67,5 %							-46,4 %

	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	63.446
2020 Actual Traffic Monthly	9.686	9.401	6.802	2.282	2.766	3.256							34.193
Growth (%)	-1,2 %	6,5 %	-33,9 %	-79,4 %	-76,5 %	-72,1 %							-46,1 %

	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	519.970
2020 Actual Traffic Monthly	75.189	72.929	48.623	11.000	13.304	19.213							240.258
Growth (%)	-3,9 %	-3,9 %	-43,2 %	-87,6 %	-86,2 %	-79,8 %							-53,8 %

	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	457.640
2020 Actual Traffic Monthly	67.423	64.708	41.799	6.209	9.982	20.162							210.283
Growth (%)	1,0 %	2,2 %	-43,1 %	-92,3 %	-88,2 %	-77,3 %							-54,1 %

	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	124.140
2020 Actual Traffic Monthly	19.189	17.942	12.910	2.280	3.152	4.385							59.858
Growth (%)	1,0 %	-0,4 %	-36,6 %	-89,4 %	-86,3 %	-80,4 %							-51,8 %

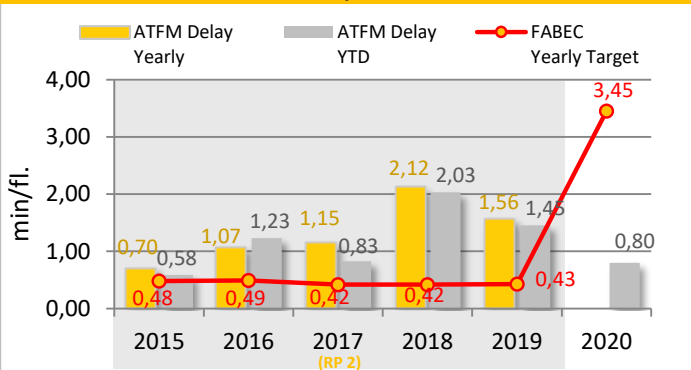
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
skyguide													
2019 Actual Traffic Monthly	18.280	16.723	19.059	18.777	19.572	19.677	20.388	19.714	19.568	19.206	15.962	17.215	112.088
2020 Actual Traffic Monthly	17.627	16.527	10.313	1.236	1.864	3.659							51.226
Growth (%)	-3,6 %	-1,2 %	-45,9 %	-93,4 %	-90,5 %	-81,4 %							-54,3 %

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

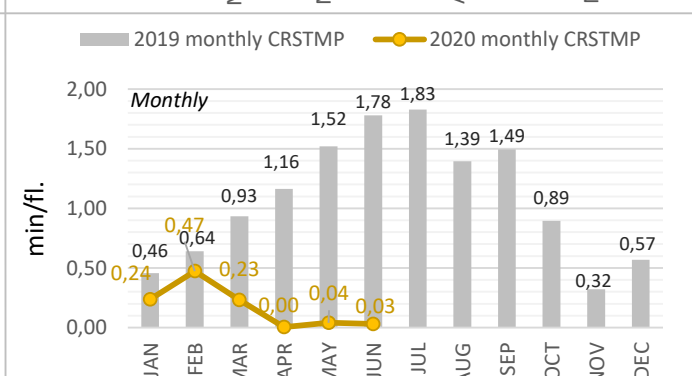
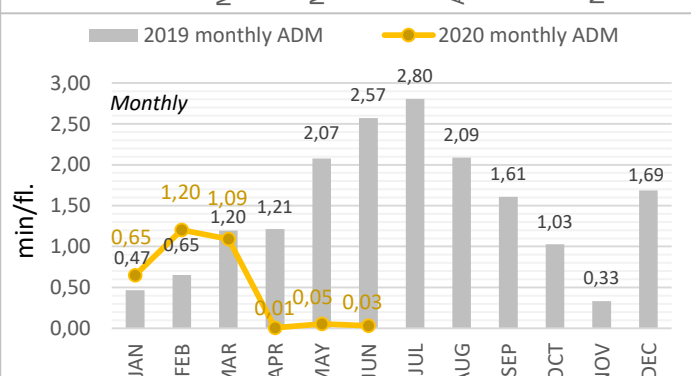
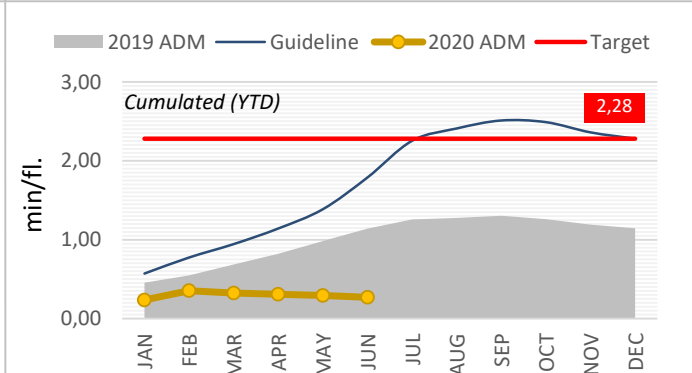
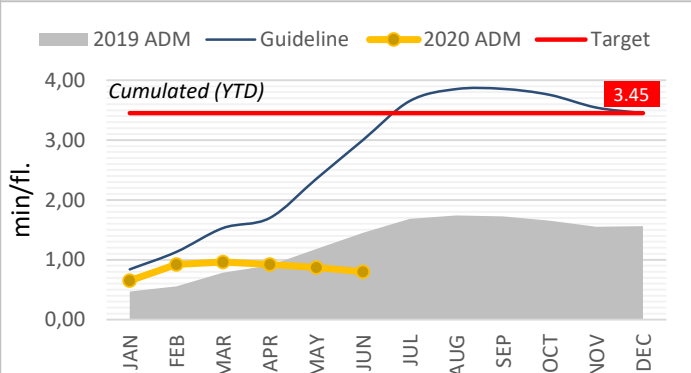
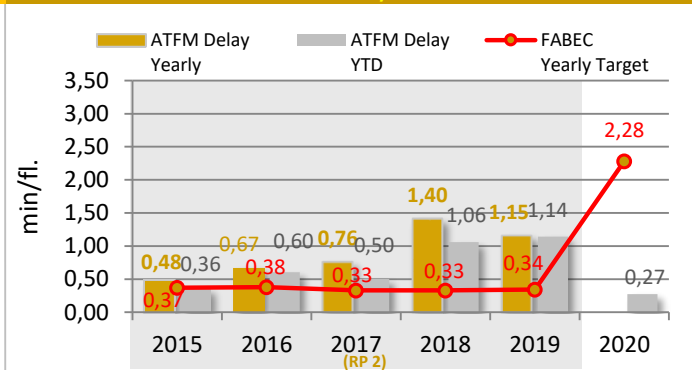
	YTD 2020	YTD 2019		YTD 2020	YTD 2019
En-route Delay All causes	0,80	1,45	En-route Delay CRSTMP causes	0,27	1,14
FABEC Target (yearly value)	3,45		FABEC Target (yearly value)	2,28	
Guideline	3,00		Guideline	1,79	
Minute ('000) ALL causes	1.089	4.358	Minute ('000) CRSTMP causes	369	3.422
Diff. 2020 - 2019	- 75,0 %		Diff. 2020 - 2019	- 89 %	
Traffic ('000)	1.361	3.002	<i>Potential savings (*) due to underbid the delay Target</i>		
Diff. 2020 - 2019	- 54,6 %		<i>(all Causes) in Mio EURO (YTD)</i> ▶ 0,0		

* Cost of ATFM-delay per min = 87 €

All Delay Causes



CRSTMP Delay Causes

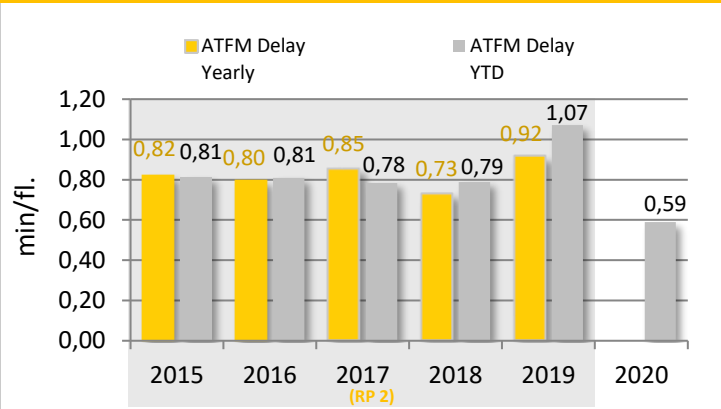


The guideline for the en-route ATFM delay per movement is a basic cumulative extrapolation of the previous three years monthly allocation and is designed to give an impression, how the YTD figures should be, in order to reach the yearly 2020 published targets (3,45 min per flight for all delay causes 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.

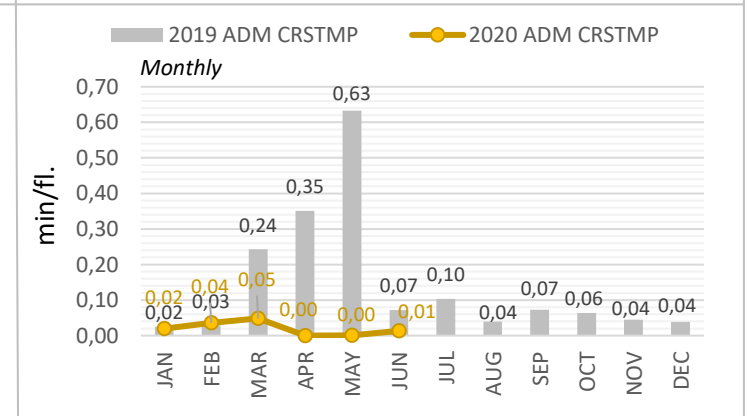
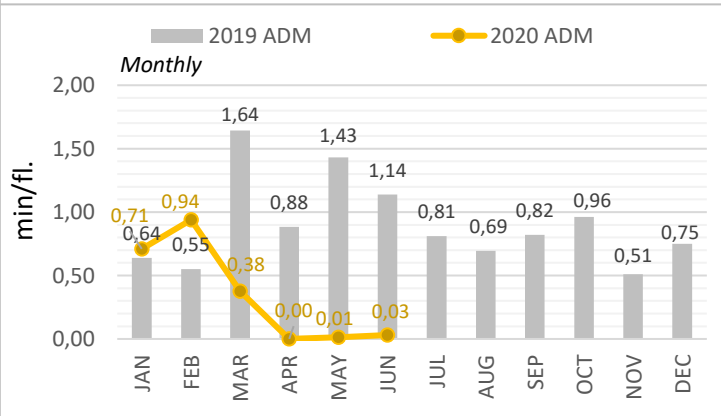
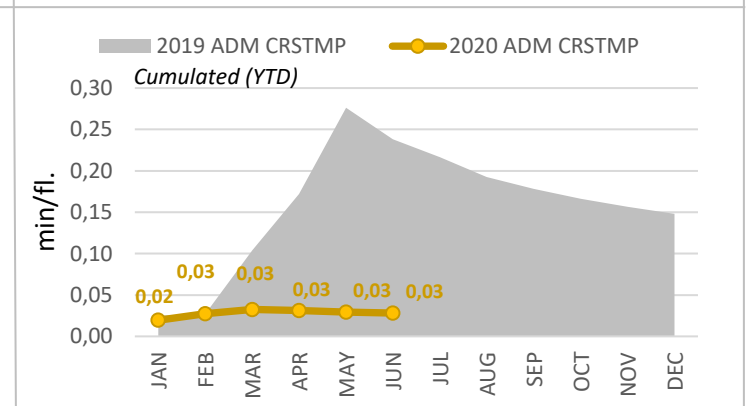
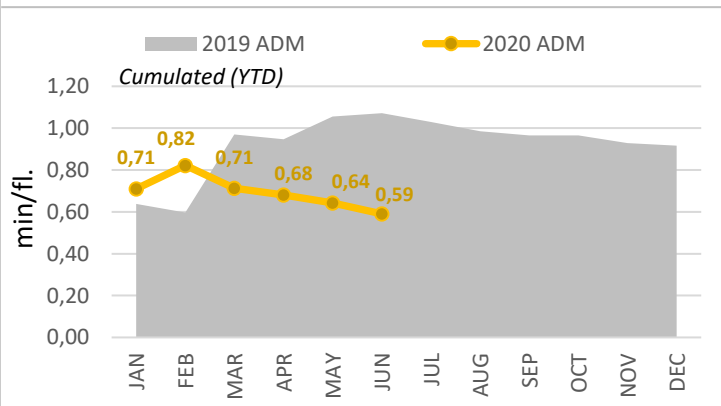
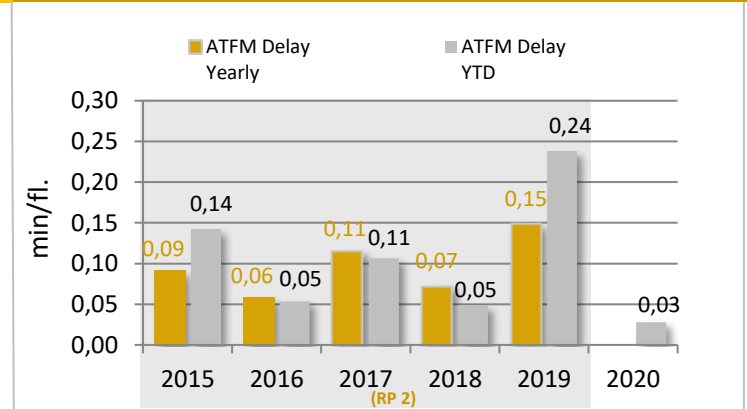
KPI #2: Arrival ATFM delay per controlled flight (FABEC)

	YTD 2020	YTD 2019		YTD 2020	YTD 2019
Arrival Delay All causes	0,59	1,07	Arrival Delay CRSTMP causes	0,03	0,24
<i>Diff. 2020 - 2019</i>	- 45 %		<i>Diff. 2020 - 2019</i>	- 88 %	
Minute ('000) ALL causes	358	1.389	Minute ('000) CRSTMP causes	17	309
<i>Diff. 2020 - 2019</i>	- 74 %		<i>Diff. 2020 - 2019</i>	- 95 %	
Traffic ('000)	606	1.296			
<i>Diff. 2020 - 2019</i>	- 53,3 %				

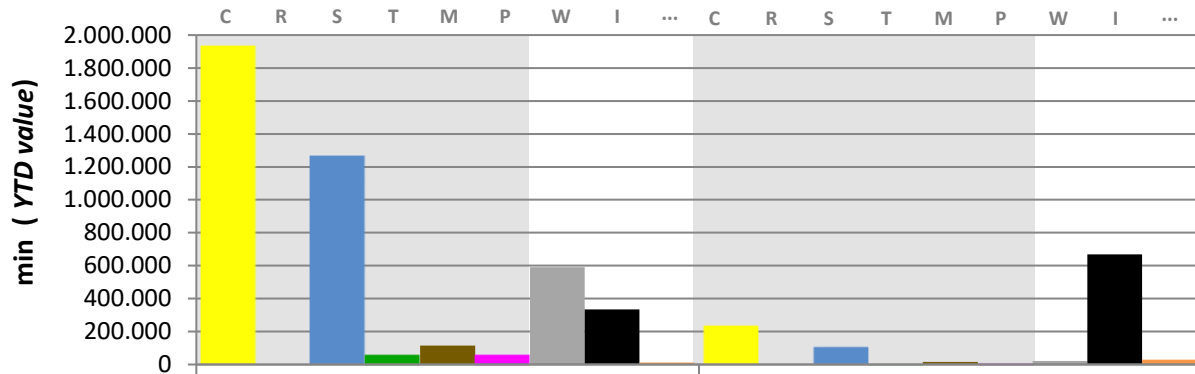
All Delay Causes



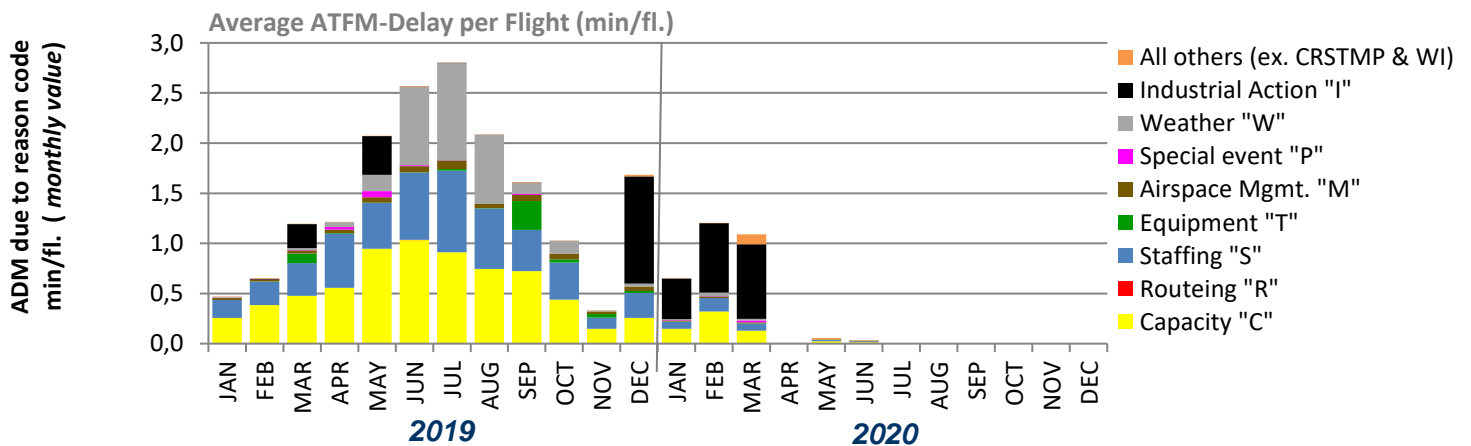
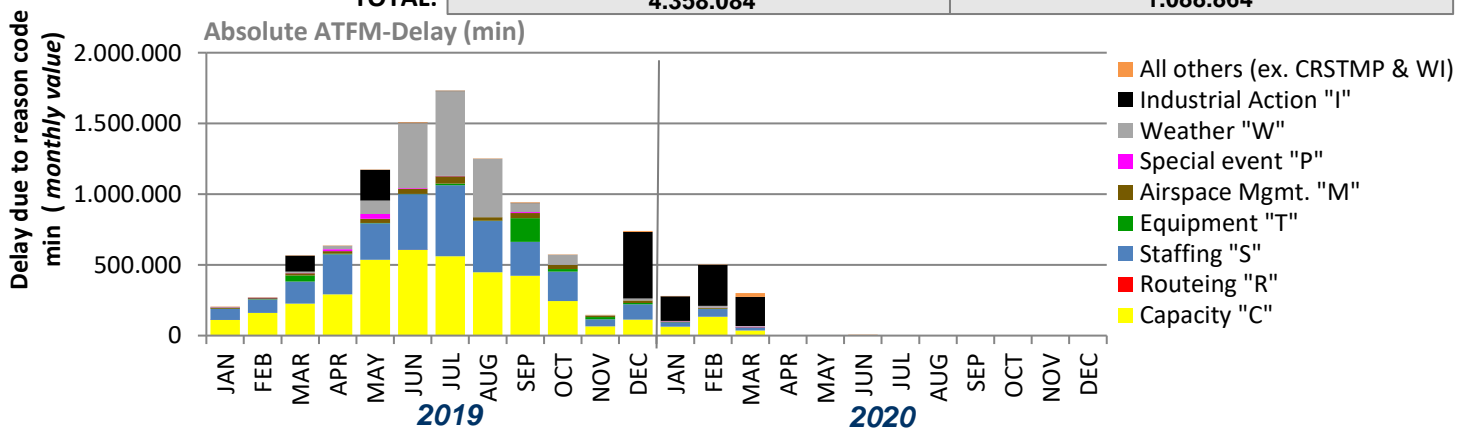
CRSTMP Delay Causes



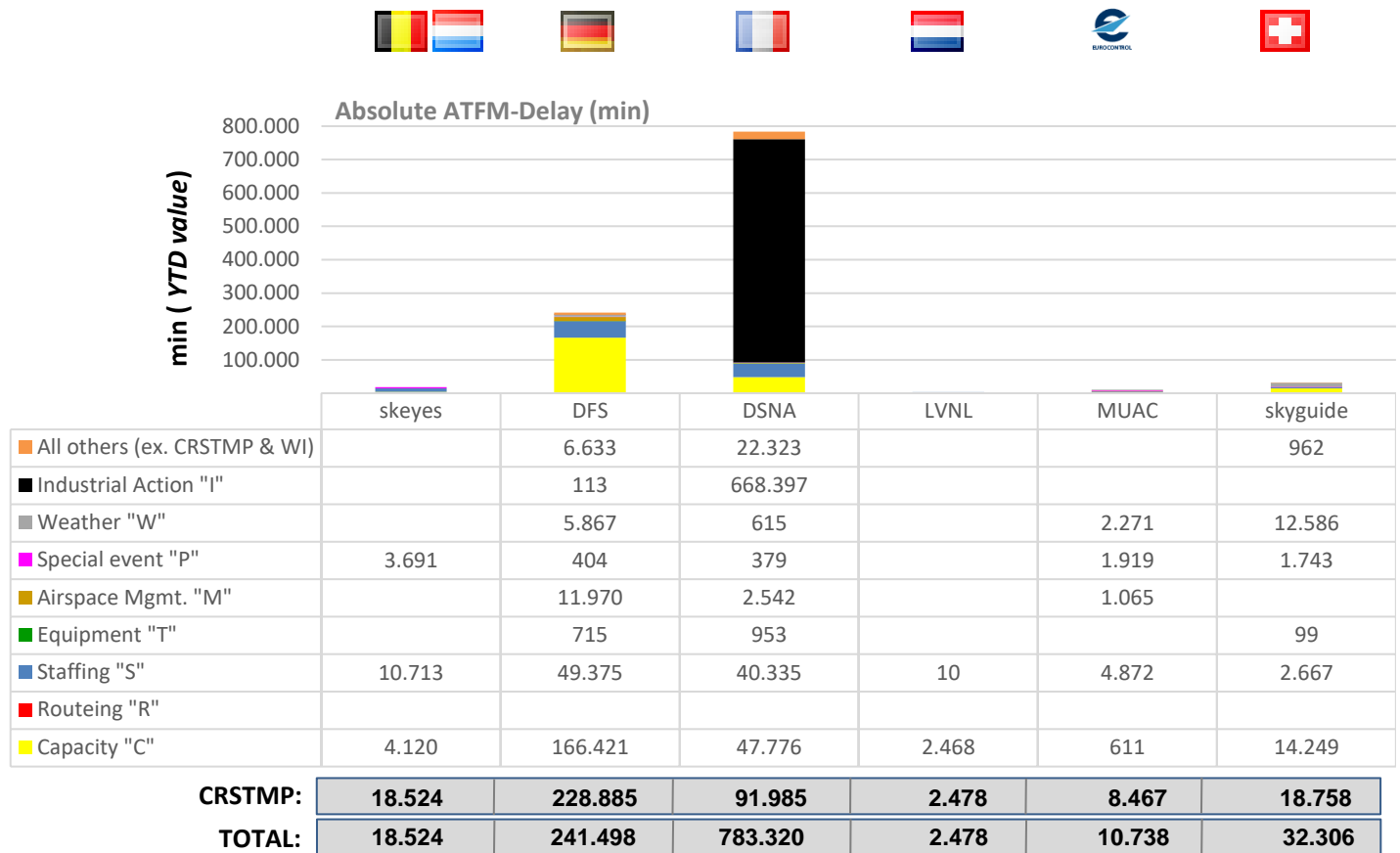
KPI #1: En-route ATFM delay per reason code (FABEC)



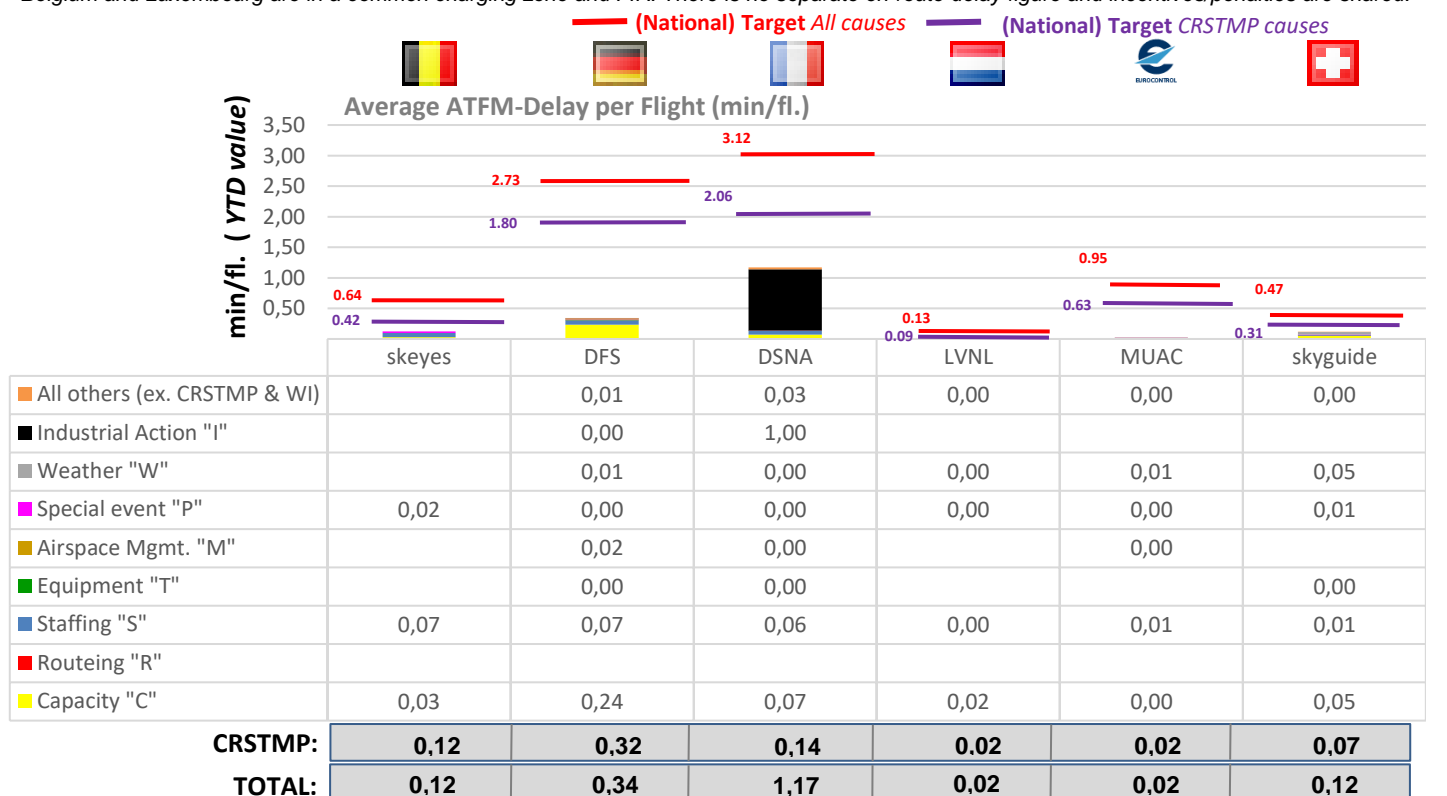
Delay due to reason code:	2019	2020
Capacity "C"	1.933.278	235.645
Routeing "R"	127	0
Staffing "S"	1.262.588	107.972
Equipment "T"	55.019	1.767
Airspace Mgmt. "M"	114.807	15.577
Special event "P"	55.684	8.136
Weather "W"	590.746	21.339
Industrial Action "I"	333.548	668.510
All others (ex. CRSTMP & WI)	12.287	29.918
CRSTMP:	3.421.503	369.097
TOTAL:	4.358.084	1.088.864



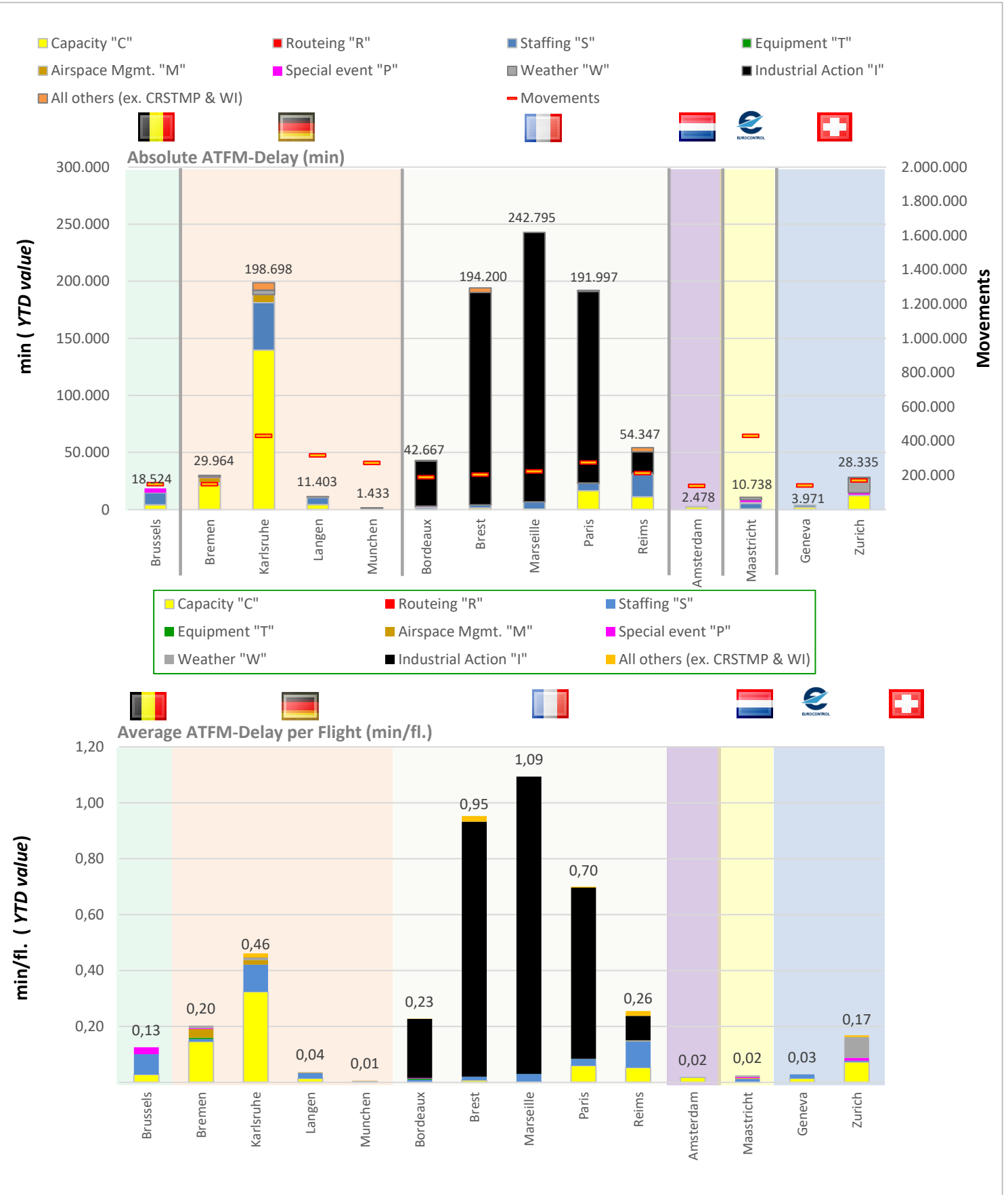
KPI #1: En-route ATFM delay per controlled flight (ANSP)



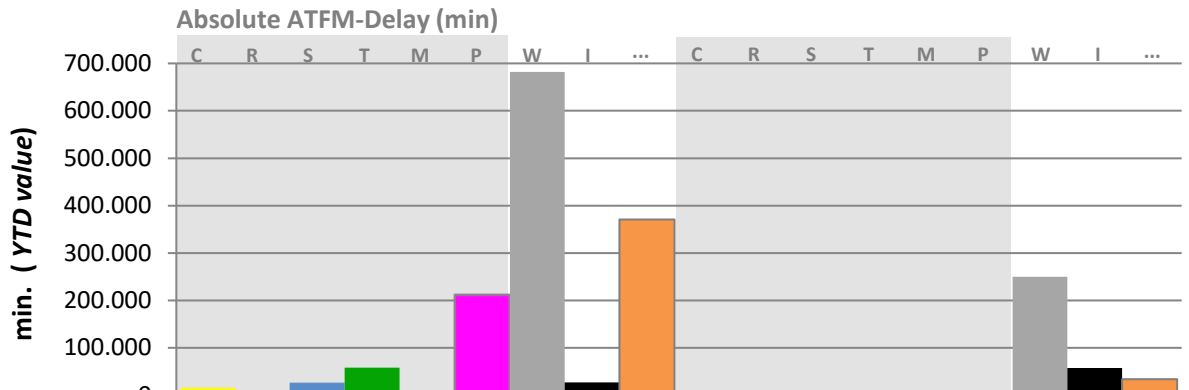
*Belgium and Luxembourg are in a common charging zone and FIR. There is no separate en-route delay figure and incentives/penalties are shared.



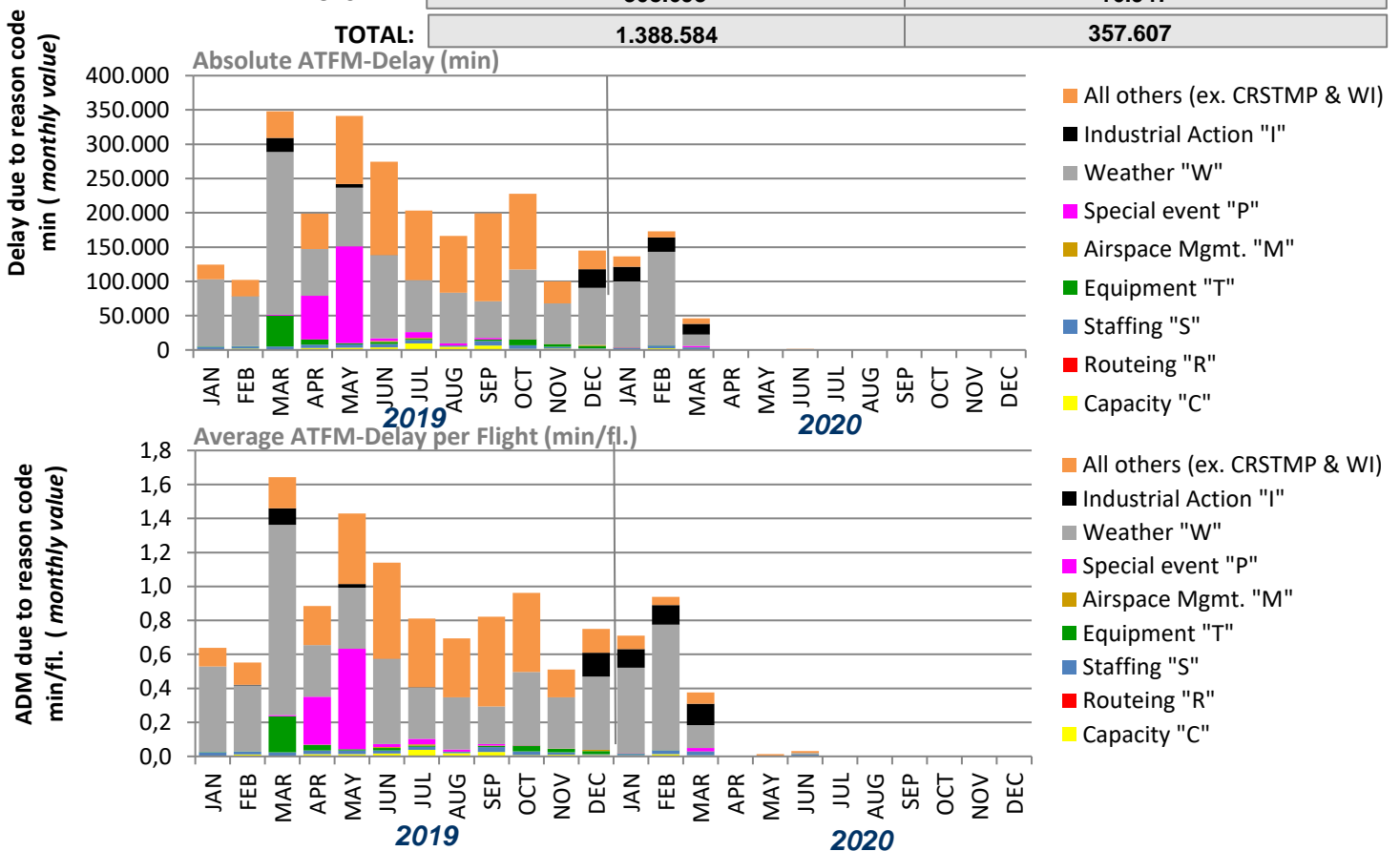
KPI #1: En-route ATFM delay per controlled flight (ACC)



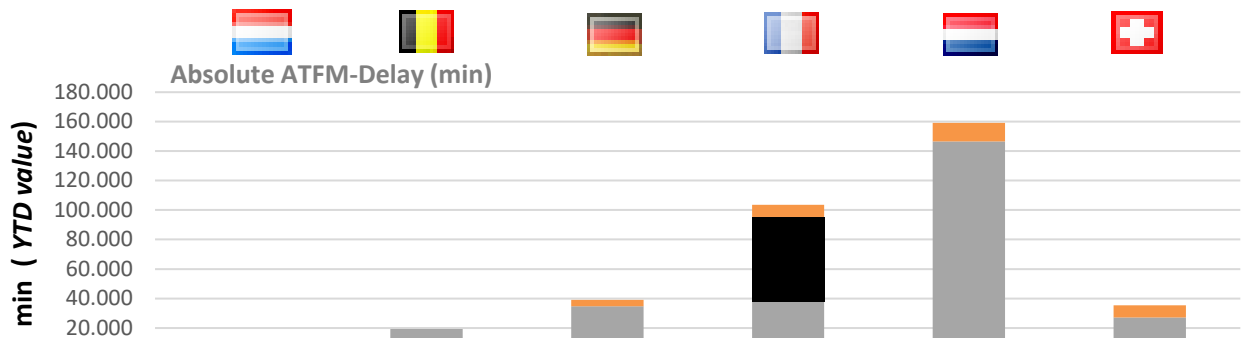
KPI #2: Arrival ATFM delay per reason code (FABEC)



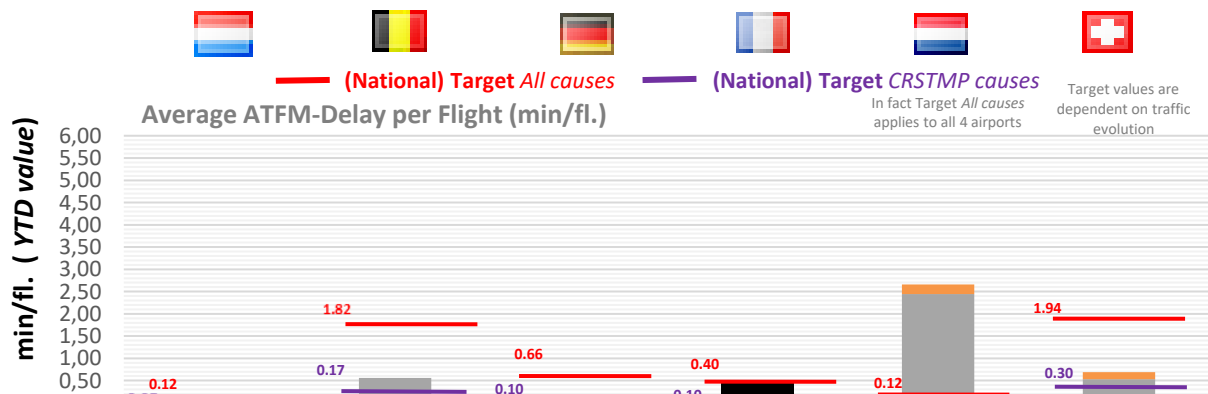
Delay due to reason code:	2019	2020
Capacity "C"	13.930	4.180
Routeing "R"	0	0
Staffing "S"	25.551	9.085
Equipment "T"	57.637	981
Airspace Mgmt. "M"	1.478	147
Special event "P"	210.097	2.554
Weather "W"	682.071	249.750
Industrial Action "I"	26.805	57.406
All others (ex. CRSTMP & WI)	371.015	33.504
CRSTMP:	308.693	16.947
TOTAL:	1.388.584	357.607



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



	ANA LUX	skeyes	DFS	DSNA	LVNL	skyguide
All others (ex. CRSTMP & WI)			4.305	8.129	12.710	8.360
Industrial Action "I"				57.406		
Weather "W"	1.134	17.673	34.495	27.793	145.897	22.758
Special event "P"		375		1.917		262
Airspace Mgmt. "M"				147		
Equipment "T"				981		
Staffing "S"		1.200	302	3.946		3.637
Routeing "R"						
Capacity "C"				3.209	574	397
CRSTMP:		1.575	302	10.200	574	4.296
TOTAL:	1.134	19.248	39.102	103.528	159.181	35.414



	ANA LUX	skeyes	DFS	DSNA	LVNL	skyguide
All others (ex. CRSTMP & WI)		0,00	0,02	0,04	0,21	0,16
Industrial Action "I"				0,27		
Weather "W"	0,11	0,52	0,14	0,13	2,44	0,44
Special event "P"		0,01	0,00	0,01	0,00	0,01
Airspace Mgmt. "M"				0,00		
Equipment "T"				0,00	0,00	
Staffing "S"		0,04	0,00	0,02		0,07
Routeing "R"						
Capacity "C"				0,02	0,01	0,01
CRSTMP:	0,00	0,05	0,00	0,05	0,01	0,08
TOTAL:	0,11	0,56	0,16	0,49	2,66	0,69

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

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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.