



**SIXTEENTH MEETING ON THE IMPROVEMENT OF AIR TRAFFIC SERVICES OVER THE  
SOUTH ATLANTIC (SAT/16)**

**(Recife, Brasil 4 to 6 May 2011)**

**Agenda Item 1.3: Air Traffic Management (ATM)**

**Air traffic statistics of the EUR-SAM Corridor during 2010, comparative  
data 2009- 2010 and air traffic evolution since 2004**

(Presented by SATMA)

**SUMMARY:**

This paper presents to SAT States global and detailed information about the air traffic statistics of the EUR-SAM Corridor during year 2010 as well as the evolution of these figures since 2004.

**1. INTRODUCTION:**

SATMA, as Monitoring Agency for the South Atlantic, is in charge to periodically provide SAT States with the statistical figures of the air traffic movements along the EUR-SAM Corridor. The importance of these data as well as its evolution is an important tool to better understand, study and implement actions to improve the ATS services along the EUR-SAM Corridor.

Once presented in SAT/16 Meeting, these statistical data of the EUR-SAM Corridor will be available on the SATMA web page: [www.satmasat.com](http://www.satmasat.com)

**2. DISCUSSION**

After the important drop of the global figures of the EUR-SAM Corridor during 2009 (-16%), the global figures for 2010 shows a moderate increase of +2%. The figures for the first part of the year, from January to April, still shows a negative tendency, but since May a small recovery of positive figures is detected and remains positive until end of the year. It is important to highlight, as said before, that this recovery of +2% is from the figures of 2009 and the Corridor is still far away from the figures showed in 2008.

Globally the Corridor is at similar level than during 2006 with the same average traffic per day.

The use of the ATS routes remains with the same tendency detected after the implementation of the two unidirectional routes; the use of UN741, (18%) is gradually decreasing and the use of UN866, (24%) remains stable but shows a clear increase since the implementation of the unidirectional two route system, underused route in 2006 with 14% of the traffic until 24% of the traffic during 2010.

UN873, managing the 40% of the total traffic of the Corridor is the most demanded route. This bidirectional route needs special attention to its evolution.

The use of the other bidirectional route, UN857 (15%) is increasing, but the average of use is still moderate.

The use of the RANDOM route, 1%, shows a gradual decrease.

The first 3 month period for 2011, from January to March, shows 5% of increase and raises the average number of air movements per day until 87 movements; also, the global figures for February and March 2011 are higher than the ones presented in 2009. It seems a consolidation of the positive tendency initiated on May 2010, but the figures for this 3 month period of 2011 are still far away from the ones presented for 2008

### 3. ACTION BY THE MEETING

The SAT/16 Meeting is invited to analyse and discuss the conclusions and the data presented in this WP

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