



**FIRST MEETING OF SAT/14/TASK FORCE
SAT14/TF1**

(Sal, Cape Verde, 10-12 June 2009)

Agenda Item 5: Improvement of the airspace structure in the EUR/SAM Corridor

**Analysis of the air traffic evolution in the EUR-SAM Corridor during the world economical crisis
(Presented by SATMA)**

SUMMARY

This paper reflects the influence of the world economical crisis in the air traffic of the EUR/SAM Corridor with a comparative data October 2008 – April 2009 and the same period during 2007/2008.

1. INTRODUCTION

Since 2004 the air traffic movements in the EUR/SAM corridor has increased a 31.8%. Despite of this huge increase, in latest months the tendency shows a negative increase of **-16%**. After eight months of experience with decreases and after analysing the comparative figures 2007-2008 for this period, it seems that the world economical crisis is influencing directly in the EUR/SAM Corridor.

2. DISCUSSION

The comparative figures of the air traffic reallocation since October 2008 until April 2009 with the same period during 2007/2008 shows, despite of the increase during 2008, a clear descends of **-16%**. The keys of this high decrease of the traffic flows are as follows:

- a) UN857 is the only route without decreases. Although its values are still lows, there is a tendency to increase its values: 10.9% of total traffic during 2008 and 13.0% during 2009.
- b) UN873 still remains as the most demanded route but its percentage of use is decreasing (37,4%)
- c) The average number of flights per day is also decreasing. The average number of daily flights before the global crisis was 103, nowadays this average is 87

- d) Despite this global decrease, the peak hours remains very similar, 36 aircrafts per hour was detected in 2008 and 34 aircrafts per hour in 2009 as the maximum peaks.
- e) There is a clear descend of the traffic of the EUR-SAM Corridor in all mean airports.

3. **ACTION BY THE MEETING**

The SAT14/TF1 Meeting is invited to analyse and discuss the conclusions of this WP.
