



**EIGHTEENTH MEETING ON THE IMPROVEMENT OF AIR TRAFFIC
SERVICES OVER THE SOUTH ATLANTIC (SAT18)**

(Dakar, Senegal, 17 to 19 July, 2013)

Agenda Item 2: Air Traffic Management (ATM)

**2.2. SATMA report on Traffic Statistics, Safety procedures and operational procedures
in the EUR/SAM corridor.**

**Air traffic statistics of the EUR-SAM Corridor during 2012 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 2012 as well as the evolution of these figures since 2004

1. INTRODUCTION

One important task of the SATMA is the collection and elaboration of the statistical data of the air traffic movements along the EUR-SAM Corridor. The importance of this data as well as its evolution during the past years has been strongly highlighted in previous SAT Meetings as an important base to take preventive actions in line with the evolution of these figures.

Once presented in SAT/18 Meeting, these statistical data of the EUR-SAM Corridor will be available on SATMA web page: www.satmasat.com

2. DISCUSSION

During 2009, the global figures of the EUR-SAM Corridor showed a relevant drop of -16%. Likewise, the last two years an important increase was experimented: 2% and 11% respectively to 2010 and 2011. However, the upward trend has not been consolidated in 2012, showing a decrease of 2% year-on-year average.

Globally, the Corridor is at similar level than during 2007 or inclusive 2011 with the same average traffic per day.

The use of ATS routes remains with the same tendency detected after the implementation of the two unidirectional routes. In this way, the use of UN741 (15%) is gradually decreasing and the use of UN866 (25%) remains stable. Besides, UN866 shows a clear increase since the implementation of the unidirectional two route system, underused in 2006 with 14% of the traffic up to the 25% of the traffic during 2012. UN873, managing the 46% 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 (13%) has decreased with respect to 2011, being the average use still moderate.

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

3. ACTION BY THE MEETING

The SAT/18 Meeting is invited to analyse and discuss the conclusions of this WP.
