

**NINTH MEETING FOR THE IMPROVEMENT OF AIR TRAFFIC SERVICES
OVER THE SOUTH ATLANTIC (SAT/9)**
(Lima, Perú, 6 - 10 November 2000)

Agenda Item 1: Analysis of Traffic Data over the South Atlantic

(Annual data on the EUR/SAM corridor ATS routes)

(Presented by Spain/Canarias)

SUMMARY

The Air Traffic statistics have been carried out with the data collected by Canarias ACC from the participant countries and adapted to the tables approved by the SAT meeting. Due to the importance of these statistics in the CNS/ATM improvements for the SAT area, and complementary to the Safety Assessment data, this working Paper brings some weakly data from every quarter of 2000 as well as some comparative and traffic growth statistics

1 - Introduction

- 1.1 The SAT6 meeting approved the methodology related to the Traffic in the South Atlantic with the data collection referred to Traffic distribution, use of FL's, etc.
- 1.2 The traffic data of the first week of every quarter of 2000 was collected by Canarias ACC from the participant countries and adapted to the tables approved at the SAT6 meeting.
- 1.3 Due to the extra activities related with the air traffic data for the Safety Assessment proposes, some data as the flight levels distribution, use of non preferential levels and reroutings, are not completed and will be added by the end of the year.

2 - EUR/SAM corridor Statistics

- 2.1 The statistics includes a block of seven (7) days from Monday to Sunday of the following periods:
 - a) 03 to 09 January 2000
 - b) 03 to 09 April 2000
 - c) 03 to 09 July 2000

d) 02 to 08 October 2000

2.2 The traffic growth and comparative statistics with the same period of 1999 and with all the period from 1996 to 2000 are annexed.

2.3 The total of the traffic data, graphics, etc will be at the disposal of the members of the meeting and can be send by E-mail or in a floppy copy.

3 General conclusions

3.1 The statistic has considered a total of **1723** overflights during the mentioned four weeks of the year 2000.

3.2 The traffic volume data analysed indicates that the occupancy of airways is still higher in the UN857 (UA32) and remains low in the UN866 (UB602) with a light increase in the UN741 (UR1).
The general occupancy was as follows:

UN866 (UB602) - 18.6% **UN741 (UR1) - 35.1%** **UN857 (UA32) – 46.3%**

3.3 The percentage of the use of preferential flight levels, with the partial data collected, is:

Upper than FL370 ----- 5%
 FL370 ----- 29%
 FL350 ----- 35%
 FL330 ----- 18.5%
 FL310 ----- 10%
 Lower than FL 310 ----- 1.5%

3.4 The traffic flying at non-preferential levels, with the partial data collected, is about the 11% of the total traffic. If we consider the deviations of traffics to obtain a best flight level, this percentage could be increased up to 16%.

3.5 The comparative traffic with 1999 shows that the rate of traffic increase has stopped in some periods with a light decrease in other periods that makes a final result of a **traffic increases of only 4.2%** that is low in respect to the 1998/1999 traffic increase.

4 - Action by the meeting

The meeting is invited to:

a) Note and comment the information presented

ANNEXES

- A – General statistics of the year 2000
- B – comparative statistics 1999/2000 and 1996/2000

