



SAT/14  
WP/07  
21/04/08

## INTERNATIONAL CIVIL AVIATION ORGANIZATION

### FOURTEENTH MEETING ON THE IMPROVEMENT OF AIR TRAFFIC SERVICES OVER THE SOUTH ATLANTIC

Montevideo, Uruguay, 7 to 9 May 2008

**Agenda Item 1: Air Traffic Management (ATM)**  
**1.4 Follow up of the Implementation of UN741 and UN866 as unidirectional routes.**

#### AIR TRAFFIC STATISTICS OF THE EUR-SAM CORRIDOR DURING YEAR 2.007 AND COMPARATIVE DATA 2006-2007 AND FOR THE PERIOD 2004-2007

(Presented by SATMA)

##### SUMMARY

This paper presents to the different SAT States the figures of the Air Traffic flying along the EUR-SAM Corridor during year 2.007 as well as the evolution of these figures since 2004.

## 1. INTRODUCTION

1.1 One of the main tasks of the SATMA, South Atlantic Monitoring Agency, is the collection and elaboration of the statistical data of the air traffic movements along the EUR-SAM Corridor. The importance of this data has been strongly highlighted in previous SAT meetings as the main base to take preventive actions in line with the evolution of these figures.

1.2 The air traffic movements statistical data final report in the EUR-SAM Corridor will be available after the SAT14 Meeting in [www.satmasat.com](http://www.satmasat.com).

## 2. DISCUSSION

2.1 The Air Traffic figures during 2007 shows a significant increase, 13.5%. This important increase during 2007 is far away from the forecasts for the period 2005-2015 where the most optimistic forecasts were predicting a 7% yearly increase and the most realistic a 4%. The discrete increase during 2006, 3.2% was strongly affected by the crisis of Varig, one of the main operators of the Corridor, and Air Madrid in the last part of the year. The crisis of Air Madrid is also detected during January 2007, with

a negative increase of -1%. But the most surprising aspect during 2007 is the spectacular increase for the period July- December, more than 23% of increase. During this period the figure of more than 3000 flights per month and an average of more than 100 flights per day had been surpassed. The implementation of UN741 and UN866 as unidirectional routes was already in force in this period and permitted a better distribution of the air traffic flows between all the routes of the Corridor (see WP: *Analysis of the new air traffic routes reallocation after the implementation of UN741 and UN866 as unidirectional routes*).

### 3. ACTION BY THE MEETING

The SAT/14 Meeting is invited to analyze these figures and to evaluate the possibility to carry out preventive studies and actions to minimize the effects of a continuous important increase of the air traffic demand for next years.

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