



**SEVENTEENTH MEETING ON THE IMPROVEMENT OF AIR TRAFFIC SERVICES OVER  
THE SOUTH ATLANTIC (SAT/17)**

**(Canary Islands, Spain 18-20 April 2.012)**

**Agenda Item 2: Air Traffic Management (ATM)**

**2.2. Air traffic statistics of the EUR-SAM Corridor during 2.011,  
comparative data 2.010-2.011 and air traffic evolution since 2.004**

(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 2.011 as  
well as the evolution of these figures since 2.004**

**1. INTRODUCTION:**

SATMA, as Monitoring Agency for the South Atlantic, is in charge to periodically provide SAT States 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.

The data shown below don't reflect:

- Traffic not overflying Canaries FIR/UIR
- Traffic flows East/West across the EUR-SAM Corridor
- Southbound traffic to/from Cape Verde

Once presented in SAT/17 Meeting, the complete and detailed statistical data of the EUR-SAM Corridor for 2.011 will be available on the SATMA web page: [www.satmasat.com](http://www.satmasat.com).

## 2. **DISCUSSION**

The EUR-SAM Corridor shows during 2.011 an important increase of the traffic figures, 33.414 movements and depicts +11% of increase regarding 2.010. The global figures presents a moderate increase for the first three month period that continues the tendency detected end of 2.010; but from April to October the increase is significant.

The evolution of the traffic figures during 2.011 settles the EUR-SAM Corridor in a very similar data than in 2.007 in total number of movements and average traffic per day, 92 movements.

The use of the ATS routes continues with the same tendency detected after the implementation of the unidirectional two route system; UN741 in gradually decreasing the demand, 17% of occupancy; UN866 increasing, 24%; UN873 remains as the most demanded route and increasing its average of occupancy, 42% and UN857 with a gradual increase and now supports de 14% of the traffic. The Random route is gradually reducing its traffic and in 2.011 has been testimonial, 1%.

November and December 2.011 also shows positive figures but this increase is moderate. The data for January and February 2.012 also are positives but shows a tendency of low the increases, for this period the increase is only 2%

Since 2.004 the evolution of the traffic figures of the EUR-SAM Corridor is clearly positive; despite the important drop of the traffic during 2.009, now the Corridor has 24,71% more traffic

## 3. **ACTION BY THE MEETING**

The SAT/17 Meeting is invited to analyse and discuss the conclusions and the data presented in this WP.

-----