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GRUPO REGIONAL DE PLANIFICACIÓN Y EJECUCIÓN CAR/SAM (GREPECAS)

Quinta Reunión del Subgrupo del GREPECAS de Aeródromos y Ayudas Terrestres / Planificación Operacional de los Aeródromos (AGA/AOP/SG/5)

Montevideo, Uruguay, 20 al 24 de noviembre de 2006

Cuestión 4 del Orden del Día: **Revisión de las materias relativas al Plan de Navegación Aérea**
4.1 Pronóstico de Tráfico de Aeropuertos

REVISIÓN DE LAS MATERIAS RELATIVAS AL PLAN DE NAVEGACIÓN AÉREA

(Nota presentada por la Secretaría)

RESUMEN

Los Pronósticos son herramientas fundamentales para la planificación y la toma de decisiones del nivel estratégico de las organizaciones, principalmente para ayudarlas a enfrentar oportunamente los desafíos que motivan los cambios continuos de la demanda en una industria tan sensible como el transporte aéreo. Por este motivo, la OACI a través de su CAR/SAM Traffic Forescasting Group está apoyando a los Estados y Territorios de las Regiones, ya sea para tener una visión regional como local de previsión o comportamiento de la demanda en dicha industria. La presente nota tendrá como objetivo mostrar los avances producidos a la fecha.

Referencias:

- OACI, A35-18 (Consolidated statement of continuing ICAO policies in the air transport field), Appendix C – Forecasting and Economic Planning;
- OACI, Doc 8991 AT/722/3 Manual de Pronósticos de Tránsito Aéreo;
- OACI, Sexta Reunión del Grupo de Tarea CAR/SAM TFG, Perú 12-16 de septiembre de 2006;
- OACI, GREPECAS 12, Conclusión 12/77 AGA/AOP/SG TFR;
- Carta de Secretaría GREPECAS a los Estados y Territorios solicitando cambio de fecha para cumplimiento Conclusión 12/77.

1. Introducción

1.1 La Asamblea mediante su Resolución A35-18, dispuso que el Consejo prepare y mantenga en la medida que sea necesario, pronósticos a mediano y largo plazo sobre las futuras tendencias y la evolución de la aviación civil, tanto de carácter general como específico, incluyendo cuando sea posible datos a nivel regional como mundial, de manera que facilite a los Estados contratantes, tenerlos como guía para sus pronósticos locales y de su planificación tanto operacional como económica.

1.2 La industria de transporte aéreo ha experimentado un rápido crecimiento con una tasa promedio anual los últimos 55 años de casi un 10 %. Este valor es tres veces el crecimiento promedio de producto interno bruto (PIB) en términos reales, o sea la medida más amplia de actividad económica mundial. Este aumento del tráfico aéreo ha sido por los avances tecnológicos, mejoras de la productividad y consumidor ha aumentado sus gastas junto con la des-regularización progresiva de los mercados de transporte aéreo.

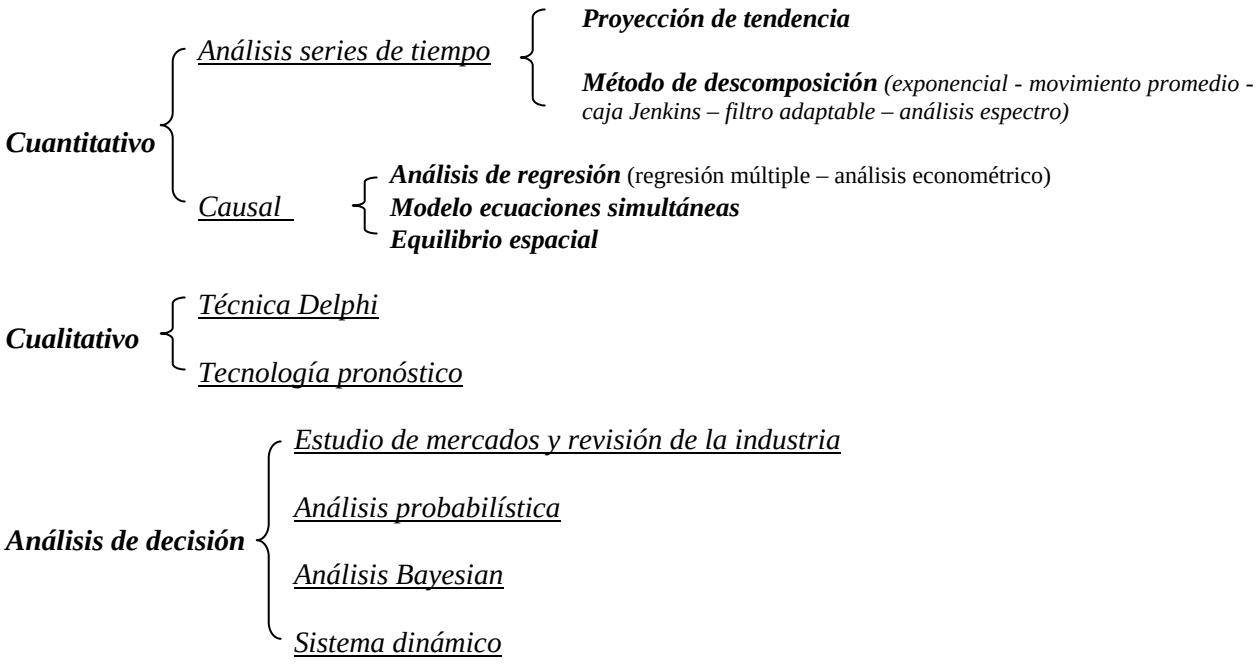
2. Marco conceptual - Metodologías de Pronósticos

2.1 En la actividad de aviación civil, pronósticos confiables desempeñan un papel crucial en el proceso de planificación de los Estados, aeropuertos, líneas aéreas, fabricantes de aeronaves, proveedores de servicios de navegación aérea y otras organizaciones relevantes de la industria del transporte aéreo.

2.2 La primera consideración en términos de un pronóstico es su uso. El pronóstico puede tener un horizonte a corto, medios o a largo plazo según el uso u objetivo, este horizonte puede variar de industria a industria, según su aplicación en particular. El pronóstico no es una disciplina independiente, es una parte del todo en el proceso de planificación de la aviación. El tipo de datos desplegados, el nivel de detalle y la rigurosidad del método dependerá de su uso final. En el campo de la aviación civil, los pronósticos son usados para: asistir a los Estados y Territorios en la facilitación del desarrollado ordenado de la aviación como son la planificación de espacio aéreo y la infraestructura aeroportuaria (control de tránsito aéreo, facilidades de terminales, carreteras de acceso pistas, calles de rodajes y plataforma); asistir a la líneas aérea en la planificación de su equipo de vuelo a largo plazo y la estructura de sus rutas y asistir a la industria de fabricación de aeronaves in términos de tamaño y rangos de alcance.

2.3 Los métodos de elaboración de pronósticos se pueden dividir en tres (3) categorías: cuantitativo o matemático, cualitativo o juicio y análisis de decisión, dichos método y combinación se muestra en el **Cuadro 1**. En detalle de cada uno de estos métodos es encontrado en el OACI Doc 8991 AT/722/3.

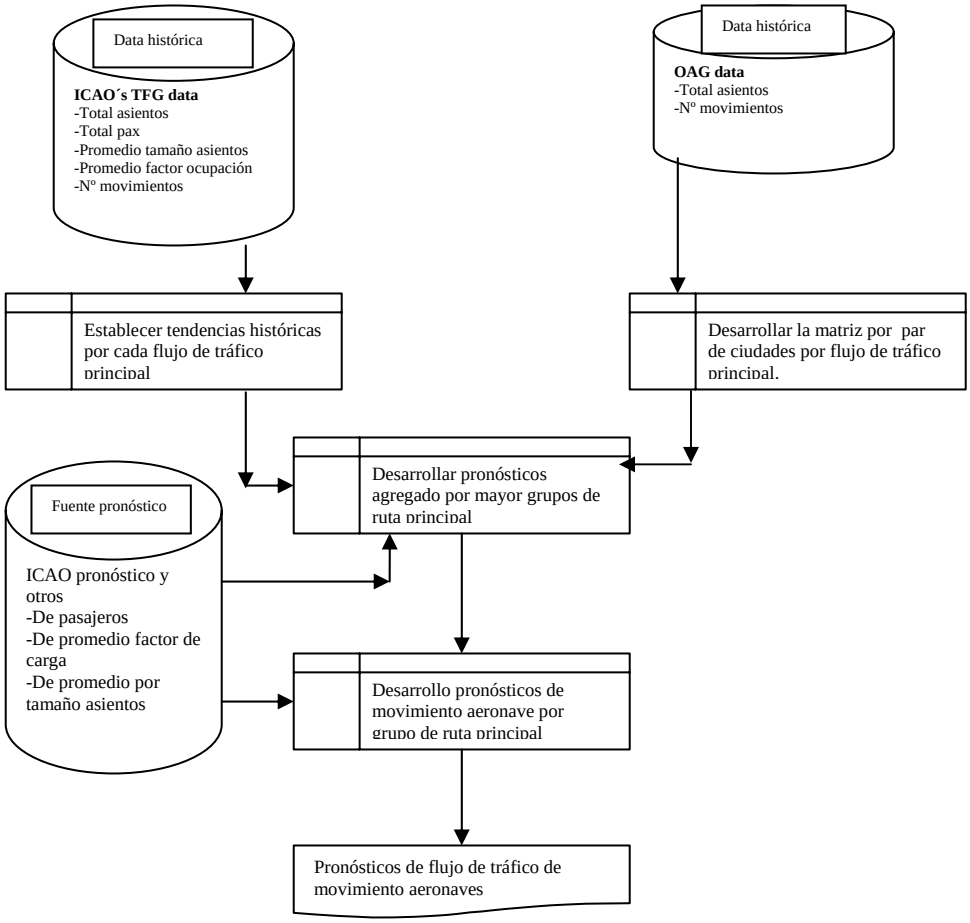
Cuadro 1



3. Pronóstico para la planificación de la aviación – Movimientos de aeronaves estimados (OACI Doc 8991 AT/722/3).

3.1 Las movimientos estimados de las aeronaves pueden ser obtenidos por simples técnicas de proyección, la cuales fueron sólo señaladas en el punto precedente y se basa fundamentalmente en el uso de datos del movimiento histórico de aeronaves. Sin embargo, esta modalidad es sólo valida para estudios a corto plazo. El modelo del procedimiento correspondiente se describe en el **Cuadro 2.**

Cuadro 2



3.2 En relación al modelo descrito, éste ya fue utilizado por el Grupo de Pronósticos de Tráfico (CAR/SAM TFG) de OACI para los estudios correspondientes a la Región CAR/SAM, los resultados fueron discutidos y entregados en la Sexta Reunión sostenida por el Grupo en Lima, Perú entre 12-16 de septiembre de 2006. El Estudio se adjunta como **Apéndice A**. El TFG está conformado por Brasil, Canadá, Chile, Colombia, Estados Unidos, Francia (Martinique), Trinidad y Tabago, Uruguay, COCESNA y OACI Montreal. Al respecto, se considera conveniente que los Delegados del AGA/AOP/SG procedan a su estudio y verifiquen su real efectividad para los propósitos de planificación de la Infraestructura aeroportuaria y de los servicios de navegación aérea, principalmente pensando en escenarios con una previsión oportuna, confiable y practica en términos del buen equilibrio entre la demanda y capacidad del sistema aeronáutico, ya sea, a nivel regional como local, asimismo si éste guarda relación con la Conclusión 12/77 del GREPECAS. Respecto de esta Conclusión, la Secretaría de GREPECAS envió una Carta Circular el mes de septiembre de 2005, en la oportunidad se recibió respuesta de tres (3) Estados.

4. Discusión

4.1 Considerando la importancia del tema de pronóstico en la planificación y el desarrollo de iniciativas de mejoramiento de las capacidades del sistema aeronáutico, que respondan en forma oportuna a la demanda prevista, y a la visión sistémica del desarrollo del Plan Mundial de Navegación Aérea, es oportuno que el tema sea tratado en conjunto con el Subgrupo CNS/ATM, con la finalidad de determinar conjuntamente la estandarización de aquel Modelo de Pronóstico que se ajuste y satisfaga de la mejor manera, las necesidades de información para un desarrollo de las capacidades, adecuación de los servicios aeronáuticos, aeroportuarios y el control del medio ambiente (aspectos/impactos) permitiendo así optimizar la gestión del flujo de aeronaves en todas sus fases de operación, sea a nivel regional como local.

5. Acción sugerida

5.1 Se invita a la Reunión a tomar nota, revisar y comentar la presente nota de estudio.

INTERNATIONAL CIVIL AVIATION ORGANIZATION

SIXTH MEETING OF THE CAR/SAM TRAFFIC FORECASTING GROUP

CAR/SAM TFG

(Lima, Peru, 12-16 September 2005)

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1. INTRODUCTION

1.1 The ICAO CAR/SAM Traffic Forecasting Task Force was initially formed in 1996 with the objective of developing traffic forecasts and other planning parameters required for the planning of Air Navigation Services in the CAR/SAM Region.

1.2 The main purpose of the CAR/SAM TFG is to support the planning of air navigation services in the CAR/SAM region. Traffic forecasts and peak-period planning parameters are important in anticipating where and when airspace and airport congestion occurs. It is then possible to plan for the required expansion of capacity. These forecasts also have an important role in planning the implementation of CNS/ATM systems components. The primary users of the forecasts developed by the CAR/SAM TFG are expected to be member States of ICAO, ATC service providers in the region, and GREPECAS, the ICAO regional planning and implementation group for CAR/SAM.

1.3 Due to poor attendance at previous meetings, it was emphasized that additional commitment of States of the Region on a regular and consistent basis is essential to support the activities of CAR/SAM TFG in order to meet the full requirements of GREPECAS (Council Decision C-DEC 166/7 refers). ICAO Secretariat has since undertaken a significant effort to ensure better attendance at, and outcome of, the future meetings of the Group. Following an intensive exchange of correspondence and telephone calls, the following States have designated or re-designated members to the Group: Brazil, Canada, Chile, Colombia, Central American Corporation for Air Navigation Services (COCESNA), France (Martinique), Trinidad and Tobago, Uruguay and the United States.

1.4 The CAR/SAM TFG to date has held 6 meetings. The recent meeting of the CAR/SAM TFG, held in Lima from 12 to 16 September 2005, reviewed forecasts prepared by the previous meeting of the Group and developed a new set of forecasts taking into account the recent developments. The set of forecasts includes traffic forecasts for six major route groups and for the top 25 city pairs in each of the groups. In addition, the Group developed aircraft movements forecasts and peak period analysis for the top 25 airports in the Latin America and Caribbean region in application of Conclusion 10/42 adopted by GREPECAS/10.

1.5 It should be noted that the fifth meeting of the CAR/SAM TFG, held in Lima in August 2002, had reviewed this conclusion and proposed a course of action to GREPECAS/11 to enable the task to be implemented in a progressive manner.

1.6 The work carried out so far by the Group and ICAO Secretariat in application of Conclusion 10/42 was limited due to resource constraints and should be considered as an initial step.

2. ROUTE GROUP FORECASTS

2.1 METHODOLOGY

2.1.1 Traffic to, from and within the CAR/SAM Region has previously been classified, by the Group, into six major route groups as described below:

1) South Atlantic
2) Mid-Atlantic
3) Intra-South America
4) Between South America and Central America/Caribbean
5) Intra-Central America/Caribbean
6) Between North America and South America and Central America/Caribbean

2.1.2 The demand for air travel is primarily determined by economic developments, notably the growth of global and regional economies as measured by variations in GDP, and the cost of air travel as measured by yields (gross passenger revenue divided by passenger-kilometres performed). It is also assumed that the political and general economic climate are generally conducive to growth; however, no specific assumptions are made about various possible political and economic scenarios beyond those implicit in the basic GDP growth rates' forecast. World energy demand, supply and prices are important both to economic progress and to the cost of air travel.

2.1.3 The first step in forecasting is to develop a model which can be used to explain the causes of historical traffic changes and to forecast future traffic. The Group considered several types of models. The statistical model providing the best fit to traffic data was one which used GDP and real yield in a multiplicative form. The logarithmic transformation causes the statistical model to be based on rates of change, rather than absolute changes in the values of the variables.

2.1.4 Following testing and evaluation of various functional forms and explanatory variables, the Group decided that a log-log model (in terms of natural logarithmic values) of the functional form given below provides the most satisfactory explanation of likely future trends. The data used to estimate the model are cross-sectional data from the six regions defined by CAR/SAM TFG with the time series data from 1993 to 2004. Dummy variables were introduced to the model to capture the characteristics of some route groups (South Atlantic (1), Mid-Atlantic (2), Intra-South America (3) and between South America and Central America/Caribbean (4)). The introduction of the dummy variables provided a more accurate simulation of the historical traffic data and improved the predicting capability of the model.

Log (Passengers) = Constant + A Log(GDP) + B Log(Yield) + Dummy Variables

In this functional form, A and B are constant coefficients which represent elasticities.

The analysis resulted in the following formula:

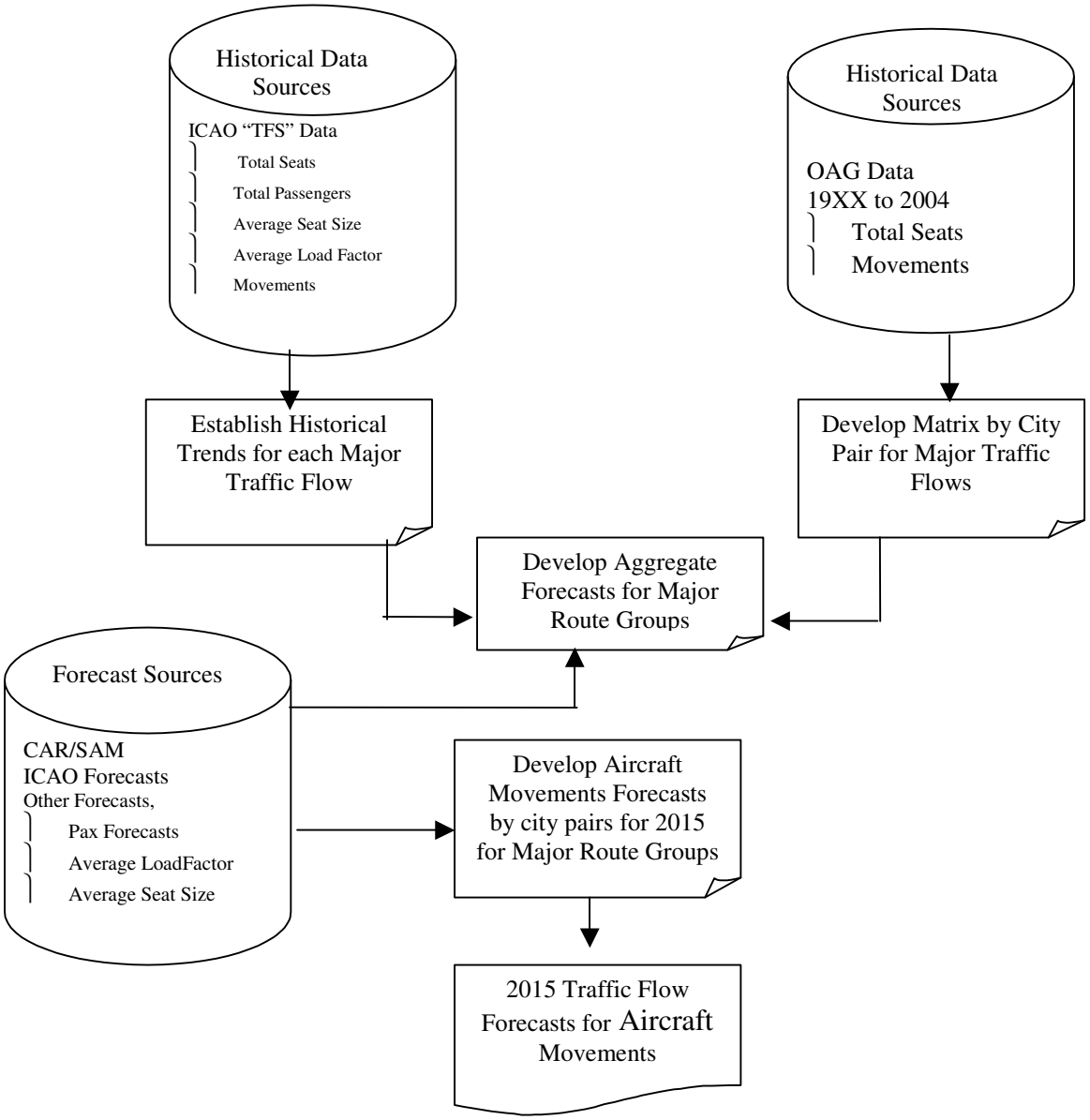
$$\text{Ln (Passengers)} = -5.04 + 1.12 \ln(\text{GDP}) - 0.9 \ln(\text{Yield}) + 0.4 (D_1) + 1.97 (D_2) + 0.86 (D_3) - 0.67(D_4)$$

$$(R^2 = 0.98,\ t_{GDP} = 22.66,\ t_{Yield} = -5.48,\ t_{D1} = 2.88,\ t_{D2} = 8.67,\ t_{D3} = 12.15,\ t_{D4} = 10.89)$$

2.1.5 The attached methodology flowchart **(figure 1)** describes the step-by-step approach used in the development of air traffic movements' forecasts for the major route groups of the region.

FIGURE 1

METHODOLOGY FLOWCHART



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2.1.6 The historical trends in total seats offered, average aircraft seats, average load factor as well as aircraft movements were established for each of the route groups concerned by utilizing the Traffic by Flight Stage (TFS) data compiled by ICAO.

2.1.7 For each of the major route groups concerned, a detailed city-pair traffic flow was developed using the 2004 OAG data provided by Back Associates as the basis. A relationship between the TFS data and the aircraft movement data from the OAG was established.

2.1.8 Forecasts of aircraft movements in a particular route group can be derived from forecasts of passengers and assumptions about future trends in load factors and average aircraft size. The link between these variables is given by:

$$\text{Aircraft movements} \propto \frac{\text{passenger numbers}}{(\text{passengers/seats}) * (\text{seats per aircraft})}$$

$$\propto \frac{\text{passenger numbers}}{(\text{load factor}) * (\text{average aircraft seats})}$$

2.1.9 Judgements would be necessary about whether gradual improvements in load factors could be expected from marketing initiatives and yield programs. Assumptions were made about future trends in average aircraft size based on expectations about the types of aircraft that might be introduced over the forecast period. Historical trends as well as data relating aircraft orders were also used to formulate these assumptions.

2.1.10 The route group aircraft movement forecasts were then allocated to each of the city-pairs within that particular matrix, taking into account traffic service patterns, types of aircraft, demographics and other pertinent factors. The aggregate of all the traffic flow within the matrix was adjusted as necessary so that the aggregate of all intermediate traffic flows within the matrix matches the average growth of the total flow of the route groups concerned.

2.2 GLOBAL OUTLOOK

2.2.1 Economic Trends and Prospects

2.2.1.1 Between 1994 and 2004, the aggregate world economy measured in terms of Gross Domestic Product (GDP) grew at an average annual rate of 3.4 per cent in real terms. Growth rates varied across regions, from a high of 4.4 per cent for Asia/Pacific to a low of 2.3 for Europe including the “countries-in-transition” in Eastern Europe and the Commonwealth of Independent States (CIS). Between 1994 and 2004, world population increased at an average annual rate of 1.3 per cent. Hence growth of the world’s GDP per capita between 1994 and 2004 increased at an average annual rate of 2.1 per cent, significantly lower than the growth of GDP itself.

2.2.1.2 After the 1998 slowdown, the world economy regained strength in 1999 with an estimated GDP growth of 3.1 per cent, mainly based on economic recovery in the Asia/Pacific region and continued strong growth in the United States' economy. The economy continued to expand in 2000 by 4.6 per cent but experienced a slowdown in 2001 in almost all regions. The events of 11 September 2001 amplified the impact on consumer and business confidence, demand and activity, particularly in the United States. Consequently, the global economy grew by only 2.4 per cent in 2001. The world GDP showed signs of improvement during 2002 and 2003 growing at a rate of 3.0 and 3.9 per cent respectively. The world economy continued its recovery during the year 2004 and has posted a very strong growth of about 5.1 per cent, the highest level achieved throughout the last decade. In terms of future prospects, the global economy is expected to grow by 4.7 per cent in 2005. The economy is expected to remain strong in 2006 and 2007 with growth rates of 4.3 and 4.2 percent, respectively. The long-term average annual growth rate is forecast to be 2.5 per cent (2004-2015)

2.2.2 Historical Traffic Trends

2.2.2.1 Total scheduled airline traffic, measured in terms of passenger-kilometres performed, grew at an average annual rate of 5.1 per cent between 1994 and 2004. In broad terms, the pattern of passenger traffic growth over the 1994-2004 period was a reflection of economic conditions experienced over this period. The economic recession in 1991 had a serious effect on air traffic. The recovery in traffic in 1992, which occurred despite continuing poor economic performance, was achieved at a cost of significantly reduced revenue yield. Although real yields declined further in 1993 and 1994, the stimulating effect on traffic demand was less dramatic than had been the case in 1992. On the other hand, economic growth began to provide a more solid foundation for traffic growth. These trends continued until 1997 but reversed in 1998 when GDP grew only at 2.1 per cent, leading to declining growth rates for passenger traffic. However, a strong economic performance during 1999 and 2000 resulted in traffic expansion of 6.5 and 8.6 per cent, respectively. The events of 11 September 2001 exacerbated the already weak economic environment. While GDP grew moderately at a rate of 2.4 per cent in 2001, traffic declined by an estimated 2.9 per cent, only the second decline since the Second World War. Even though the economic activity showed improvement during the post 9/11 years, the world traffic growth remained stagnant and growths of only 0.5 and 0.9 per cent were recorded during 2002 and 2003, respectively. The world traffic rebounded in 2004 and registered 14 per cent growth, reflecting the strong recovery by the airlines in Asia/Pacific (the region worst affected by the SARS outbreak), improved performance of some regional economies and the sustained expansion of the Middle East economy.

2.2.2.2 The prospects for airline yields are closely related to cost developments and market conditions in the airline industry. Productivity improvement in the airline industry should continue to produce cost savings, thereby providing some potential for real reductions in air fares. Changes in fuel prices have had important effects on costs, and hence on both financial returns and airline yields, at certain times in the past. In the past decade with the exception of 1996, fuel price volatility has been short term, with limited impact on year-average price levels and airline yields. However, after soaring in 1999 and 2000 prices declined moderately in 2001. Fuel prices rose again in 2002 and 2003. Moreover, during 2004 and the first half of 2005 oil prices escalated sharply and reached record breaking high levels inflicting financial strain on the world airline industry. Driven by a very high demand of crude specially in the third quarter of 2005, these prices have reached levels which have never been observed previously. It is anticipated that these new hikes will have paramount impact on the aviation industry in the short term. It is, however, foreseen that oil prices on the average will stabilize in the near future but will remain moderately on the higher side. These various cost pressures will provide a benchmark for airline yields, with revenues needing to be sufficient to cover costs over the long term. However, in the short term, movements in yields will be influenced by competitive conditions in airline markets.

2.2.3 Global Air Passenger Traffic Forecast

2.2.3.1 The global scheduled passenger traffic forecasts for the entire forecast period have been developed based on the economic and yield assumptions described above. General economic performance is expected to provide the main support for traffic demand. After achieving a high growth of 14 per cent in 2004, the global passenger traffic measured in passenger-kilometres is expected to show a moderate growth of 7.6 per cent in 2005 with further growths of 6.5 per cent and 6.2 per cent in 2006 and 2007, respectively. Assuming continuation of restored consumer confidence and a stable economic and operating environment, passenger traffic is forecast to grow at an average annual rate of 4.4 per cent during the period 2004-2015

2.3 OUTLOOK FOR THE LATIN AMERICA AND CARIBBEAN REGION

2.3.1 Data Sources

2.3.1.1 In order to study the relationship between traffic and socio-economic trends in the Latin American and Caribbean region, data from several sources were collected on the economies of the countries in the area. GDP historical and forecast data originate from *Global Insight*. Airline yield information was obtained from ICAO. The relevant forecasts were adjusted by the CAR/SAM TFG based on the most recent information available from other sources.

2.3.2 Economic Trends and Prospects

2.3.2.1 Over the 1994-2004 period, the aggregate Latin American and Caribbean economy grew at an average annual rate of 2.5 per cent in real terms, whereas GDP per capita grew only at 0.9 per cent.

2.3.2.2 The economy in this region was severely affected by recession in the late 1980s but a robust recovery started in 1991. After a record of 5.3 per cent growth in 1997, the regional economy started to decline dramatically to a 2.0 per cent growth in 1998 and further plunged to 0.2 per cent growth in 1999. The financial market setback led Brazil to introduce severe austerity measures. Other countries in the region such as Peru, Ecuador, El Salvador, Honduras and Nicaragua suffered from the adverse effects of repeated natural disasters which resulted in constricted output, especially due to devastation in the agricultural and industrial sectors, and consequently, declining overall economic performance. While the Latin American and Caribbean region enjoyed above average growth in the 1990s, due mainly to large capital inflows, the years 2000 and 2001 have experienced relatively weak growth. The region was severely affected by the 2001 slowdown and the 2002 recession. In 2003, recovery began to take its root and as a result GDP showed positive growth. During 2004, with the world's economy enjoying an impressive growth (5.1 per cent), the Latin America and Caribbean Region also registered a high growth rate of about 5.7 per cent.

2.3.2.3 **Table 1** below shows GDP growth rates for the major economies in the region. Even though economic prospects are very divergent in this region because States are driven more by domestic forces than international ones, the GDP has been steadily growing at a healthier rate since 2003. Brazil, the largest country in the region, has had tremendous development in the agriculture sector which led to a GDP growth rate of 5.2 per cent in 2004. The Chilean economy, which is the least dependent upon foreign investment, grew by 5.9 per cent in 2004, up from 3.3 per cent in 2003. Chile is anticipated to lead this group in the near to medium-term period. Argentina, Colombia, Mexico and Peru have also registered healthy growth rates in 2004. During the same period, Venezuela registered the highest GDP growth (17.3%) due to the economic recovery, following a decline in 2002 and 2003. The aggregate major economies of the region are expected to record an increase of 4.0 per cent in 2005, 3.4 per cent in 2006, 3.6 per cent in 2007 and 3.8 per cent in 2008. This compares with global forecasts of 4.3, 4.4, 4.2 and 4.0 per cent for the years 2005, 2006, 2007 and 2008, respectively.

TABLE 1

GDP GROWTH RATES FOR THE REGION'S MAJOR ECONOMIES

Country	GDP Growth Rate (per cent)					
	Estimate	Forecast				
	2004	2005	2006	2007	2008	**Average annual growth rate** 2004-2015
Argentina	8.8	5.8	3.9	3.2	3.0	3.7
Brazil	5.2	4.2	3.9	3.7	3.6	3.6
Chile	5.9	5.1	5.5	5.3	5.1	5.1
Colombia	4.0	3.9	3.7	4.3	4.2	3.9
Mexico	4.2	4.1	3.2	4.3	4.2	4.2
Peru	5.1	5.2	4.6	4.5	4.5	4.3
Venezuela	17.3	6.6	4.1	3.8	3.8	4.1
Latin America and Caribbean Region	5.7	4.0	3.4	3.6	3.8	3.8
Total World	5.1	4.3	4.4	4.2	4.0	2.5

Source: ICAO/Global Insight
Note: *Regional growth rates based on all the countries in the region.

2.3.3 Passenger Traffic Trends and Forecasts

2.3.3.1 Over the 1994-2004 period, the scheduled passenger traffic (in PKPs) of airlines of the Latin American and Caribbean region increased at an average annual rate of 3.3 per cent (compared to the world average growth rate of 5.1 per cent). Until the year 2000, flag carrier privatization, intra-regional mergers and alliances along with extensive fleet and route rationalization were among measures that enabled airlines of the region to capture a larger share of the United States- Latin American and Caribbean traffic, one of the world's fastest growing aviation markets. Following very high traffic growth rates for 1997 and 1998 (9.5 and 7.8 per cent respectively), total passenger traffic dropped in 1999 by 0.3 per cent, rebounded in 2000 with a 4.4 per cent growth, then declined again by 5.1per cent in 2001. Traffic in 2002 dropped further by 1.6 per cent before gaining strength in 2003 (3.8 per cent) and 2004 (8.4 per cent).

2.3.3.2 Traffic is expected to continue its trend of high growth over the medium term along with economic activity. Scheduled passenger traffic of the airlines of the Latin American and Caribbean region is anticipated to grow by 6.2, 5.5 and 5.6 per cent in 2005, 2006 and 2007, respectively, compared to the forecast growth rates for the world of 7.6, 6.5 and 6.2 per cent, respectively. Over the long term, traffic of the airlines of the Region is expected to grow at an average annual rate of 4.0 per cent up to the year 2015.

2.4 ANALYSIS OF LOAD FACTORS AND CAPACITY

2.4.1 The projections of load factors and average aircraft seats for the year 2015 have been developed using the approach described in the Methodology section.

2.4.2 **Table 2-A** depicts the historical and projected load factors for the major route groups, to, from and within the CAR/SAM region.

2.4.3 Compared to the year 2004 levels, load factors are projected to be slightly higher in 2015 on all route groups with the exception of North America and South America/Central America/Caribbean where it is anticipated to remain unchanged.

TABLE 2-A

ANALYSIS OF LOAD FACTORS (PER CENT)

Route Groups	**Historical**				**Forecast**
	1982	1990	2000	2004	2015
South Atlantic	54	75	77	76	77
Mid-Atlantic	67	65	79	76	78
Intra-South America	44	55	61	65	67
Between South America and Central America/Caribbean	51	61	53	69	71
Intra-Central America/Caribbean	44	54	65	65	66
Between North America and South America and Central America/Caribbean	54	64	70	70	70

2.4.4 The evolution of the average aircraft seats for each of the route groups for the period 1982-2004 and the projected average aircraft seats for the year 2015 are provided in **Table 2-B**.

TABLE 2-B

ANALYSIS OF CAPACITY (AVERAGE AIRCRAFT SEATS)

Route Groups	**Historical**				**Forecast**
	1982	1990	2000	2004	2015
South Atlantic	266	278	275	297	300
Mid-Atlantic	289	278	301	299	300
Intra-South America	181	194	159	158	165
Between South America and Central America/Caribbean	200	201	164	162	170
Intra-Central America/Caribbean	149	189	103	105	105
Between North America and South America and Central America/Caribbean	207	198	175	166	170

2.4.5 The average aircraft seats in 2015 is expected to vary from a low of 105 seats for the Intra Central America/Caribbean route group to a high of 300 seats for the Mid-Atlantic and South Atlantic route groups.

2.5 FORECASTS OF PASSENGER TRAFFIC AND AIRCRAFT MOVEMENTS FOR MAJOR ROUTE GROUPS TO, FROM AND WITHIN THE LATIN AMERICA AND CARIBBEAN REGION

2.5.1 South Atlantic

2.5.1.1 **Table 3-A** depicts the development of the South Atlantic traffic for the period 1995-2004 and the forecast to the year 2015. Passenger traffic grew at an average annual growth rate of 6.1 per cent, from some 3.3 million passengers in 1995 to about 5.6 million passengers in 2004

2.5.1.2 For the period 2004-2015, passenger traffic is expected to grow at an average annual growth rate of 5.2 per cent reaching approximately 9.8 million passengers in the year 2015.

TABLE 3-A

	YEAR	SEATS (million)	PAX (million)	LOAD FACTOR	FLIGHTS	AVERAGE SEAT
Historical						
	1995	4.18	3.30	79.0	13 728	304
	2000	6.08	4.80	79.0	23 131	263
	2001	5.79	4.34	75.0	25 654	226
	2002	5.65	4.35	77.0	19 029	297
	2003	6.22	4.79	77.0	22 240	280
	2004	7.41	5.63	76.0	24 930	297
Forecast	2015	12.71	9.79	77	42 381	300
Av. Annual						
Growth Rate(%)	1995-2004	6.6	6.1	-0.4	6.9	-0.3
	2004-2015	5.0	5.2	0.1	4.9	0.1

Source: ICAO, OAG.

2.5.1.3 The aircraft movements for the period 2004-2015 are projected to grow at an average annual growth rate of 4.9 per cent reaching 42 381 movements in the year 2015 as illustrated in **Table 3-B**.

TABLE 3-B

AIRCRAFT MOVEMENTS	
2004* (historic)	24 930
2015 (forecast)	42 381
2004-2015 Growth (per cent)	4.9

* OAG data.

2.5.1.4 Aircraft movement forecast for the top 25 city-pairs within the route group are illustrated in **Table 3-C**.

TABLE 3-C

Rank	City Pair	Total A/C Movements* 2004	Total A/C Movements* 2015	Average Annual Growth Rate (%) 2004-2015
1	MADRID-BUENOS AIRES	2 762	4 626	4.8
2	SAO PAULO-PARIS	2 361	3 872	4.6
3	SAO PAULO-LONDON	1 463	2 399	4.6
4	SAO PAULO-FRANKFURT	1 462	2 553	5.2
5	SAO PAULO-MADRID	1 462	2 398	4.6
6	SAO PAULO-LISBON	1 416	2 322	4.6
7	SANTIAGO-MADRID	1 395	2 488	5.4
8	SAO PAULO-MILAN	1 240	2 099	4.9
9	RIO DE JANEIRO-PARIS	884	1 496	4.9
10	RIO DE JANEIRO-MADRID	854	1 461	5.0
11	RECIFE-LISBON	766	1 380	5.5
12	SALVADOR-LISBON	734	1 295	5.3
13	FRANKFURT-BUENOS AIRES	732	1 252	5.0
14	PARIS-BUENOS AIRES	732	1 200	4.6
15	RIO DE JANEIRO-FRANKFURT	729	1 196	4.6
16	SAO PAULO-JOHANNESBURG	721	1 158	4.4
17	LISBON-FORTALEZA	717	1 201	4.8
18	RIO DE JANEIRO-LISBON	701	1 212	5.1
19	ROME-BUENOS AIRES	620	1 072	5.1
20	ZURICH-SAO PAULO	573	990	5.1
21	SAO PAULO-AMSTERDAM	546	944	5.1
22	MILAN-BUENOS AIRES	437	788	5.5
23	SALVADOR-MADRID	353	636	5.5
24	CAPE TOWN-BUENOS AIRES	208	375	5.5
25	SAO PAULO-ROME	208	375	5.5
	All Other	854	1 594	5.8
	Total Traffic	24 930	42 381	4.9

* Both directions

2.5.2 **Mid-Atlantic**

2.5.2.1 **Table 4-A** depicts the development of traffic on the Mid-Atlantic route group for the period 1995-2004 and the forecast to the year 2015. Mid-Atlantic traffic grew from 4.3 million passengers in 1995 to some 6.4 million passengers in 2004 which is an average annual growth rate of 4.5 per cent.

2.5.2.2 For the period 2004-2015, passenger traffic is forecast to grow at an average annual growth rate of 5.1 per cent reaching approximately 11.1 million passengers in the year 2015.

TABLE 4-A

	YEAR	SEATS (million)	PAX (million)	LOAD FACTOR	FLIGHTS	AVERAGE SEATS
Historical						
	1995	5.68	4.32	76.0	20 301	280
	2000	7.38	5.85	79.0	24 847	297
	2001	7.84	6.19	79.0	26 587	295
	2002	7.53	5.99	79.5	25 654	294
	2003	7.71	6.07	78.7	26 266	294
	2004	8.18	6.44	78.7	27 398	299
Forecast	2015	14.23	11.10	78.00	47 436	300
Av. Annual Growth Rate (%)						
	1995-2004	4.1	4.5	0.4	3.4	0.7
	2004-2015	5.2	5.1	-0.1	5.1	0.0

*

Source: ICAO.

2.5.2.3 The aircraft movements for the period 2004-2015 are projected to increase at an average annual growth rate of 5.1 per cent reaching some 78 250 movements as illustrated in **Table 4-B**.

TABLE 4-B

AIRCRAFT MOVEMENTS	
2004* (historic)	45 196
2015 (forecast)	78 250
2004-2015 Growth (per cent)	5.1

* OAG data.

2.5.2.4 Aircraft movements' forecasts for the top 25 city-pairs within the route group are illustrated in **Table 4-C**.

TABLE 4-C

Rank	City Pair	Total A/C Movements* 2004	Total A/C Movements* 2015	Average Annual Growth Rate (%) 2004-2015
1	POINTE-A-PITRE - PARIS	2 578	4 409	5.0
2	PARIS - FORT DE FRANCE	2 453	4 195	5.0
3	MEXICO CITY - MADRID	2 157	3 689	5.0
4	LONDON - BRIDGETOWN	1 908	3 229	4.9
5	MADRID - CARACAS	1 770	3 059	5.1
6	MADRID - HAVANA	1 581	2 790	5.3
7	MADRID - BOGOTA	1 465	2 506	5.0
8	PARIS - MEXICO CITY	1 421	2 430	5.0
9	LONDON - ANTIGUA	1 212	2 051	4.9
10	SANTO DOMINGO - MADRID	1 205	2 083	5.1
11	BONAIRE - AMSTERDAM	1 110	1 918	5.1
12	MEXICO CITY - FRANKFURT	1 000	1 728	5.1
13	MADRID - LIMA	922	1 594	5.1
14	CURACAO - AMSTERDAM	876	1 514	5.1
15	PARIS - CAYENNE	732	1 226	4.8
16	MEXICO CITY - AMSTERDAM	730	1 275	5.2
17	ST MAARTEN - PARIS	713	1 245	5.2
18	PARIS - HAVANA	692	1 209	5.2
19	PARIS - CARACAS	688	1 202	5.2
20	MADRID - GUAYAQUIL	687	1 200	5.2
21	PARAMARIBO - AMSTERDAM	666	1 163	5.2
22	PUNTA CANA - FRANKFURT	594	1 027	5.1
23	FRANKFURT - CARACAS	582	1 006	5.1
24	MONTEGO BAY - LONDON	566	9 78	5.1
25	LONDON - KINGSTON	535	9 25	5.1
	All Other	16 353	28 598	5.2
	Total Traffic	45 196	78 250	5.1

* Both directions

2.5.3 **Intra-South America**

2.5.3.1 **Table 5-A** depicts the development of traffic within South America for the period 1995-2004 and the forecast to the year 2015. The passenger traffic within South America increased from 4.1 million in 1995 to approximately 8 million passengers in 2004 at an average annual growth rate of 7.8 per cent.

2.5.3.2 For the period 2004-2015, passenger traffic is forecast to grow at an average annual growth rate of 4.8 per cent reaching over 13.4 million passengers in the year 2015.

TABLE 5-A

	YEAR	SEATS (million)	PAX (million)	LOAD FACTOR	FLIGHTS	AVERAGE SEATS
Historical						
	1995	7.40	4.07	55.0	43 529	170
	2000	9.78	5.93	61.0	57 207	171
	2001	10.00	5.59	55.9	63 446	158
	2002	9.59	6.04	63.0	60 986	157
	2003	11.67	7.11	60.9	74 107	158
	2004	12.43	8.03	64.6	78 803	158
Forecast	2015	20.00	13.40	67.0	121 212	165
Av. Annual						
Growth rate(%)	1995-2004	5.9	7.8	1.8	6.8	-0.8
	2004-2015	4.4	4.8	0.3	4.0	0.4

Source: ICAO.

2.5.3.3 The aircraft movements forecast for the period 2004-2015 are projected to increase at an average annual growth rate of 4.0 per cent reaching 151 434 in the year 2015 as illustrated in **Table 5-B**.

TABLE 5-B

AIRCRAFT MOVEMENTS	
2004* (historic)	98 451
2015 (forecast)	151 434
2004-2015 Growth (per cent)	4.0

* OAG data.

2.5.3.4 Aircraft movement forecasts for the top 25 traffic flows within South America are illustrated in **Table 5-C**.

TABLE 5-C

Rank	City Pair	Total A/C Movements* 2004	Total A/C Movements* 2015	Average Annual Growth Rate (%) 2004-2015
1	SANTIAGO - BUENOS AIRES	11 411	17 753	4.1
2	MONTEVIDEO - BUENOS AIRES	10 749	16 901	4.2
3	SAO PAULO - BUENOS AIRES	8 732	13 301	3.9
4	PUNTA DEL ESTE - BUENOS AIRES	5 507	8 389	3.9
5	CARACAS - BOGOTA	4 334	6 887	4.3
6	QUITO - BOGOTA	3 964	6 299	4.3
7	RIO DE JANEIRO - BUENOS AIRES	3 446	5 361	4.1
8	SANTIAGO - LIMA	3 113	4 792	4.0
9	SAO PAULO - SANTIAGO	2 990	4 652	4.1
10	SANTIAGO - MENDOZA	2 696	4 329	4.4
11	LIMA - BUENOS AIRES	2 651	4 168	4.2
12	SAO PAULO - ASUNCION	2 217	3 413	4.0
13	SAO PAULO - MONTEVIDEO	1 964	3 154	4.4
14	SAO PAULO - SANTA CRUZ	1 884	3 057	4.5
15	LIMA - BOGOTA	1 729	2 747	4.3
16	LIMA - GUAYAQUIL	1 604	2 443	3.9
17	BUENOS AIRES - ASUNCION	1 453	2 213	3.9
18	SAO PAULO - LIMA	1 431	2 180	3.9
19	SANTA CRUZ - BUENOS AIRES	1 415	2 272	4.4
20	SANTA CRUZ - ASUNCION	1 382	2 105	3.9
21	LIMA - CARACAS	1 346	2 050	3.9
22	QUITO - LIMA	1 315	2 068	4.2
23	LIMA - LA PAZ	1 198	1 825	3.9
24	PORTO ALEGRE - MONTEVIDEO	1 188	1 810	3.9
25	PORTO ALEGRE - BUENOS AIRES	1 163	1 772	3.9
	All Other	17 569	25 492	3.4
	Total Traffic	98 451	151 434	4.1

* Both directions

2.5.4 **Between South America and Central America/Caribbean**

2.5.4.1 **Table 6-A** depicts the development of traffic between South America and Central America/Caribbean for the period 1995-2004 and the forecast to the year 2015. The passenger traffic increased from about one million in 1995 to almost 2.7 million in 2004 at an average annual growth rate of 11.4 per cent.

2.5.4.2 For the period 2004-2015, passenger traffic is forecast to increase at an average annual growth rate of 4.7 per cent reaching some 4.4 million passengers in 2015.

TABLE 6-A

	YEAR	SEATS (million)	PAX (million)	LOAD FACTOR	FLIGHTS	AVERAGE SEATS
Historical						
	1995	1.89	1.02	54.0	11 448	165
	2000	3.79	2.19	58.0	24 778	153
	2001	4.08	2.58	63.3	25 166	162
	2002	4.19	2.38	56.8	26 539	158
	2003	3.51	2.33	66.3	22 006	160
	2004	3.89	2.69	69.1	24 025	162
Forecast	2015	6.25	4.44	71.0	36 785	170
Av. Annual						
Growth Rate (%)	1995-2004	8.4	11.4	2.8	8.6	-0.2
	2004-2015	4.4	4.7	0.2	3.9	0.4

Source: ICAO.

2.5.4.3 The aircraft movements for the period 2004-2015 are projected to increase at an average annual growth rate of 3.9 per cent reaching some 72 758 movements in the year 2015 as illustrated in **Table 6-B**.

TABLE 6-B

AIRCRAFT MOVEMENTS	
2004* (historic)	47 519
2015 (forecast)	72 758
2004-2015 Growth (per cent)	3.9

* OAG data.

2.5.4.4 Aircraft movement forecasts for the top 25 city pairs to and from the route group are provided in **Table 6-C**.

TABLE 6-C

Rank	City Pair	Total A/C Movements* 2004	Total A/C Movements* 2015	Average Annual Growth Rate (%) 2004-2015
1	LAS PIEDRAS - ARUBA	3 360	5 118	3.9
2	PORT OF SPAIN - GEORGETOWN	2 745	4 181	3.9
3	PANAMA CITY - BOGOTA	2 556	3 893	3.9
4	GEORGETOWN - BRIDGETOWN	2 183	3 325	3.9
5	FORT DE FRANCE - CAYENNE	1 964	2 992	3.9
6	PANAMA CITY - GUAYAQUIL	1 626	2 477	3.9
7	PANAMA CITY - LIMA	1 408	2 214	4.2
8	PANAMA CITY - CARACAS	1 324	2 060	4.1
9	CARACAS - ARUBA	1 244	1 895	3.9
10	SANTIAGO - MEXICO CITY	1 238	1 886	3.9
11	CURACAO - CARACAS	1 216	1 852	3.9
12	SAO PAULO - MEXICO CITY	1 207	1 839	3.9
13	MEXICO CITY - LIMA	1 165	1 775	3.9
14	MEXICO CITY - BOGOTA	1 151	1 772	4.0
15	PORT OF SPAIN - CARACAS	1 115	1 753	4.2
16	SAN JOSE - LIMA	1 090	1 643	3.8
17	PANAMA CITY - MEDELLIN	1 046	1 593	3.9
18	QUITO - PANAMA CITY	1 043	1 589	3.9
19	PANAMA CITY - CARTAGENA	905	1 379	3.9
20	MARACAIBO - ARUBA	872	1 328	3.9
21	SAN JOSE - BOGOTA	766	1 167	3.9
22	PANAMA CITY - BUENOS AIRES	749	1 141	3.9
23	PANAMA CITY - CALI	732	1 139	4.1
24	SAN JOSE - CARACAS	732	1 115	3.9
25	SAO PAULO - PANAMA CITY	732	1 115	3.9
	All Other	13 350	20 518	4.0
	Total Traffic	47 519	72 758	3.9

* Both directions

2.5.5 **Intra-Central America/Caribbean**

2.5.5.1 **Table 7-A** depicts the development of traffic within the Central America/Caribbean for the period 1995-2004 and the forecast to the year 2015. The passenger traffic increased from about 2.3 million passengers in 1995 to around 3.7 million passengers in 2004 at an average annual growth rate of 5.2 per cent.

2.5.5.2 For the period 2004-2015, passenger traffic is forecast to grow at an average annual growth rate of 4.7 per cent reaching some 6.1 million passengers in 2015.

TABLE 7-A

	YEAR	SEATS	PAX (million)	LOAD FACTOR	FLIGHTS	AVERAGE SEATS
Historical						
	1995	4.22	2.32	55.0	38 347	110
	2000	5.60	3.52	63.0	53 058	106
	2001	5.58	3.37	60.4	54 065	103
	2002	5.78	3.48	60.2	55 342	104
	2003	5.16	2.88	55.8	49 171	105
	2004	5.67	3.67	64.7	53 928	105
Forecast	2015	9.21	6.08	66.00	87 734	105
Av. Annual . Growth Rate (%)	1995-2004	3.3	5.2	1.8	3.9	-0.5
	2004-2015	4.5	4.7	0.2	4.5	0.0

Source: ICAO.

2.5.5.3 The aircraft movements for the period 2004-2015 are projected to increase at an average annual growth rate of 4.5 per cent reaching some 501 536 movements as illustrated in **Table 7-B**.

Table 7-B

AIRCRAFT MOVEMENTS	
2004* (historic)	308 281
2015 (forecast)	501 536
2004-2015 Growth (per cent)	4.5

* OAG data.

2.5.5.4 Aircraft movement forecasts for the top 25 city-pairs within the region are illustrated in **Table 7-C**.

TABLE 7-C

Rank	City Pair	Total A/C Movements* 2004	Total A/C Movements* 2015	Average Annual Growth Rate (%) 2004-2015
1	ST. THOMAS - SAN JUAN	21 685	43 352	6.5
2	ST. MAARTEN - ST. BARTHELEMY	20 058	36 146	5.5
3	TORTOLA - SAN JUAN	16 449	26 694	4.5
4	ST. CROIX - SAN JUAN	10 703	17 369	4.5
5	POINTE A PITRE - FORT DE FRANCE	9 213	14 951	4.5
6	ST. LUCIA - BARBADOS	7 470	12 123	4.5
7	CURACAO - ARUBA	6 823	11 073	4.5
8	ST. VINCENT - BARBADOS	6 221	10 096	4.5
9	ST. MAARTEN - SAN JUAN	6 060	12 115	6.5
10	ST. KITTS - ANTIGUA	5 940	9 640	4.5
11	ST. MAARTEN - ST. KITTS	5 833	9 466	4.5
12	SANTO DOMINGO - SAN JUAN	4 903	7 957	4.5
13	TORTOLA - ST. MAARTEN	4 728	7 673	4.5
14	PORT OF SPAIN - GRENADA	4 524	7 342	4.5
15	ST. LUCIA - FORT DE FRANCE	4 226	8 804	6.9
16	ST. MAARTEN - ANGUILLA	4 156	6 745	4.5
17	PORT OF SPAIN - BARBADOS	3 843	6 573	5.0
18	VIRGIN GORDA - ST. THOMAS	3 818	6 196	4.5
19	GRENADA - BARBADOS	3 745	6 078	4.5
20	SAN JUAN - PUNTA CANA	3 724	6 237	4.8
21	VIRGIN GORDA - SAN JUAN	3 714	6 027	4.5
22	SAN JOSE- PANAMA CITY	3 698	6 664	5.5
23	ST. LUCIA - ANTIGUA	3 469	5 630	4.5
24	ST. KITTS - SAN JUAN	3 235	5 250	4.5
25	DOMINICA - ANTIGUA	3 207	5 204	4.5
	All Other	136 836	206 132	3.8
	Total Traffic	308 281	501 536	4.5

* Both directions

2.5.6 **Between North America and South America and Central America/Caribbean**

2.5.6.1 **Table 8-A** depicts the development of traffic between North America and South America and Central America/Caribbean over the period 1995-2004 and the forecast to the year 2015. The passenger traffic increased from approximately 35.2 million in 1995 to 47.4 million passengers in 2004 at an average annual growth rate of 3.4 per cent.

2.5.6.2 For the period 2004-2015 passenger traffic is expected to increase at an average annual growth rate of 4.5 per cent reaching some 77.1 million passengers in the year 2015.

TABLE 8-A

	YEAR	SEATS (million)	PAX (million)	LOAD FACTOR	FLIGHTS	AVERAGE SEATS
Historical						
	1995	56.82	35.23	62.0	300 649	189
	2000	68.39	43.77	64.0	359 930	190
	2001	64.67	43.33	67.0	373 702	173
	2002	63.16	42.00	66.5	367 805	172
	2003	60.63	41.23	68.0	361 230	168
	2004	67.74	47.42	70.0	408 390	166
Forecast	2015	110.20	77.14	70.0	648 235	170
Av. Annual						
Growth Rate (%)	1995-2004	2.0	3.4	1.4	3.5	-1.4
	2004-2015	4.5	4.5	0.0	4.3	0.2

Source: ICAO.

2.5.6.3 The aircraft movements for the period 2004-2015 are projected to increase at an average annual growth rate of 4.3 per cent reaching some 878 627 movements in the year 2015 as illustrated in **Table 8-B**.

TABLE 8-B

AIRCRAFT MOVEMENTS	
2004* (historic)	553 537
2015 forecast	878 627
2004-2015 Growth (per cent)	4.3

* OAG data

2.5.6.4 Aircraft movement forecasts for the top 25 city pairs within the route group are illustrated in **Table 8-C**.

TABLE 8-C

Rank	City Pair	Total A/C Movements* 2004	Total A/C Movements* 2015	Average Annual Growth Rate (%) 2004-2015
1	NASSAU - MIAMI	17 348	28 153	4.5
2	SAN JUAN - NEW YORK	14 845	24 091	4.5
3	NASSAU - FORT LAUDERDALE	12 434	20 392	4.6
4	MEXICO CITY - HOUSTON	7 334	12 155	4.7
5	FREEPORT - FORT LAUDERDALE	6 929	11 851	5.0
6	MEXICO CITY - LOS ANGELES	6 616	10 965	4.7
7	LOS ANGELES - GUADALAJARA	6 295	10 324	4.6
8	SAN JUAN - ORLANDO	6 050	9 513	4.2
9	MONTERREY - HOUSTON	5 656	8 707	4.0
10	SAN JOSE - MIAMI	5 532	9 073	4.6
11	MIAMI - CANCUN	5 412	8 600	4.3
12	SAN JUAN - MIAMI	5 346	8 495	4.3
13	MIAMI - MEXICO CITY	5 095	8 096	4.3
14	MIAMI - CARACAS	5 048	8 366	4.7
15	SANTO DOMINGO - NEW YORK	4 881	7 675	4.2
16	MEXICO CITY - DALLAS/FORT WORTH	4 652	7 710	4.7
17	ORLANDO - NASSAU	4 354	6 846	4.2
18	MARSH HARBOR - FORT LAUDERDALE	4 333	7 181	4.7
19	WEST PALM BEACH - NASSAU	4 313	6 781	4.2
20	SAN JOSE CABO - LOS ANGELES	4 278	6 726	4.2
21	NEW YORK - MEXICO CITY	4 266	6 708	4.2
22	SAN JUAN - FORT LAUDERDALE	4 230	6 651	4.2
23	SAO PAULO - MIAMI	4 164	6 547	4.2
24	MEXICO CITY - CHICAGO	4 013	6 651	4.7
25	SAN JUAN - CHICAGO	3 901	6 005	4.0
	All Other	396 212	247 274	4.6
	Total Traffic	553 537	501 536	4.5

* Both directions

2.6 SUMMARY OF MAJOR ROUTE GROUP FORECASTS

2.6.1 Passenger Forecast

2.6.1.1 **Table 9-A** depicts the summary of the passenger traffic forecasts for the six route groups to, from and within the CAR/SAM region for the period 2004-2015.

TABLE 9-A

PASSENGER TRAFFIC FORECAST, 2004-2015

Major Route Group	2004 (millions)	2015 (millions)	Average Annual Growth (%) (2004-2015)
South Atlantic	5.63	9.79	5.2
Mid-Atlantic	6.44	11.10	5.1
Intra-South America	8.03	13.40	4.8
Between South America and Central Caribbean	2.69	4.44	4.7
Intra-Central America and Caribbean	3.67	6.08	4.7
Between North America and South America Central America/Caribbean	47.42	77.14	4.5
Total	73.88	121.95	4.7

2.6.1.2 Overall passenger traffic to, from and within the region is projected to grow at an average annual rate of 4.7 per cent It is anticipated that average growth rates for major route groups will range from a low of 4.5 per cent (North America and South America and Central America/Caribbean) to a high of 5.2 per cent (South Atlantic)

2.6.2 **Aircraft Movements Forecast**

2.6.2.1 **Table 9-B** depicts the aircraft movements for the major route groups to, from and within the CAR/SAM region for the period 2004-2015.

TABLE 9-B

AIRCRAFT MOVEMENTS FORECAST, 2004-2015

Major Route Group	2004	2015	Average Annual Growth (%) (2004-2015)
South Atlantic	24 930	42 381	4.9
Mid-Atlantic	45 196	78 250	5.1
Intra-South America	98 451	151 434	4.0
Between South America and Central America/ Caribbean	47 519	72 758	3.9
Intra-Central America/Caribbean	308 281	501 536	4.5
Between North America and South America and Central America/Caribbean	553 537	878 627	4.3
Total	1 077 914	1724 986	4.4

2.6.2.2 The overall number of movements is forecast to increase from around 1.1 million in 2004 to over 1.7 million in 2015, at an average annual growth rate of 4.4 per cent. The average growth rates for the route groups will range from a low of 3.9 per cent (South America to Central America and Caribbean) to a high of 5.1 per cent (Mid-Atlantic)

3. AIRPORT MOVEMENTS FORECAST

3.1 At its tenth meeting the CAR/SAM Regional and Planning Implementation Group (GREPECAS) adopted Conclusion 10/42 which requested CAR/SAM TFG to develop five- to ten-year period forecasts for the following parameters:

a) The critical aircraft types for each international aerodrome
b) The busy hour aircraft movements for each international aerodrome
c) Annual aircraft movements for each city; and
d) The types of aircraft operating on each route between all city pairs

3.2 The CAR/SAM TFG at its sixth meeting considered this request and started the process of analyzing the various airports' data with the objective of developing forecasts. The ICAO Secretariat had already collected historical aircraft movements data relating to airports of the Region prior to the Group's meeting. The Group agreed that it would be more practical to do the analyses of the top 25 airports in the Region. These airports represent about 50 per cent of the Region's traffic. Moreover, the methodology, once adopted, could always be applied to any other airport of the Region.

3.3 It was noted that developing an airport traffic forecast requires a careful analysis based on economic and demographic data of the area where the airport is located. These data were unfortunately not available, therefore, it was decided that a trend projection would be the most suitable methodology and that the most probable forecast horizon would be 5 years i.e. until the year 2010. A ten-year historical data for the aircraft movements was collected and time series regression models were developed for most of the airports. Some airports' data responded well when fitted with exponential trend curve while others showed a good fit with the linear trend line. A few airports' data did not demonstrate any goodness of fit with the various trend curves and showed unreliable results from statistical estimation procedures.

3.4 In addition to trend projections many other factors were considered and discussed at length while developing the airport traffic forecasts. In fact, in the recent past South America went through several crises, which strongly affected the traffic demand. Apart from economic growth (GDP), the future effects of political and socio-economic factors were also considered. In some cases city-pairs were analyzed to get a better perspective of future growth, while in others, stimulants such as tourist attractions, popular destinations, tourist infrastructure, population growth, exports etc., were also looked into. In the event of two airports operating in the same city, the effects of traffic transferred from one airport to the other were considered. Newer airports were thought to have a better potential for growth because of their capacity and better equipment to handle higher traffic volumes.

3.5 **Table 10** shows the aircraft movements of the top 25 airports of the region for 2004 and the forecast for the year 2010 along with the forecast growth rates for the period 2004-2010. A brief summary of all airport forecasts with respect to the forecast methodology, assumptions and other factors considered appears below:

3.5.1 Brazilian Airports

3.5.1.1 Eight airports from Brazil are among the top 25 in terms of traffic in the Latin America and Caribbean Region. Forecasts for these airports were provided by the TFG member from Brazil and represent scheduled and non-scheduled (including general aviation), international and domestic aircraft movements. In general, these airports have experienced a significant growth in movements between 1994 and 2000 whereas, in some cases aircraft movements between 2001 and 2004 have registered negative growth rates of well below 20 per cent. Preliminary figures for 2005 have shown improvements in traffic for these airports and with passenger traffic growing steadily, a moderate to stronger growths are anticipated during the forecast period. The movements forecasts for 2010 are shown below for each airport:

Brazilian Airport	Average Annual Growth Rate (%) 2004-2010
Sao Paulo (Congonhas)	8.1
Sao Paulo (Guarulhos) Int'l	8.1
Brasilia	5.8
Rio de Janeiro (Santos Dumont)	4.6
Rio de Janeiro (Galeao) Int'l	4.6
Salvador	8.9
Curitiba	7.8
Belho Horizonte (Pampulha)	5.7

3.5.2 Mexico City (Benito Juarez) International

3.5.2.1 Traffic growth during the 1994-2004 period averaged 1.8 per cent per annum. The model used for the forecast to the year 2010 is of the exponential form $Y = b*m^t$ where b = constant, m = coefficient and t = time. Using this form, an equation $Y = 1.027 * (1.49E\text{-}18)^t$ was developed. An average forecast growth rate of 2.8 per cent per annum was produced from this model by substituting t = 2010.

3.5.3 San Juan International, Puerto Rico

3.5.3.1 During the period 1994-2004 aircraft movements have grown at a rate of 2.0 per cent per annum. Using trend projection a model of the exponential form was developed which yielded the following relationship: $Y = 1.029 * 4.16E\text{-}20^t$. Substituting the value of "t" for the year 2010 gave an average forecast growth rate of 4.1 per cent per annum for the period 2004 to 2010.

3.5.4 Bogota, Colombia

3.5.4.1 Aircraft movements have been growing at an average annual rate of 0.9 per cent during the period 1994-2004. Due to the traffic variations in the past years and steady decline since 2000 a model could not be developed for this airport. The group considered factors such as past trends in GDP growth and domestic traffic for an evaluation of the future prospects. It was decided that a 1.0 per cent per annum growth would be achieved for movements during the period 2004-2010.

3.5.5 Guadalajara, Mexico

3.5.5.1 Movements' traffic has declined about 0.9 per cent annually between 1994 and 2004 but has increased about 2.5 per cent per annum since 2002. No significant model could be developed. Judging from the future trends for income levels, population growth and some past trends of domestic traffic, the group agreed that the traffic could be stimulated by a growth in these parameters and would grow at 1.0 per cent per annum during the 2004-2010 period.

3.5.6 Caracas, Venezuela

3.5.6.1 Growth between the years 1994 to 2001 had been about 9 per cent per annum. After a major drop in 2003, traffic recovered and grew about 12 per cent in 2004. Preliminary estimates for 2005 show a significant increase of about 15 per cent. Due to the abrupt variations in the past no significant model could be developed. Judging from the past growths, and a significant rise the last two years, the group assumed that there is a potential for growth due to the presence of tourist attractions and a reasonable tourist infrastructure and assumed that by the year 2010, aircraft movements would reach the level of 2001 by growing at 10 per cent per annum between 2004 and 2010.

3.5.7 Monterrey, Mexico

3.5.7.1 During the period 1994-2004, traffic in terms of movements has grown about 3.0 per cent per annum. The following equation representing an exponential trend model was developed:

$$Y = 1.027 * (2.19E\text{-}19)^{t}$$

Using this model an average annual movement's growth of 2.7 per cent is forecast for the period 2004 -2010.

3.5.8 Nassau, Bahamas

3.5.8.1 Aircraft movements during the period 1994 to 2004 have grown at a rate of 3.5 per cent per annum. The following exponential form equation was developed using the past ten years of data:

$$Y = 1.04* (3.26E\text{-}32)^{t}$$

Using this equation, the total movements are projected to increase from 76.9 thousand in 2004 to 97.9 thousand in 2010 at an average annual growth rate of 4.1 per cent.

3.5.9 Buenos Aires (Jorge Newberry), Argentina

3.5.9.1 An overall growth of 2.5 per cent annually has been registered during the years 1994 to 2004. Traffic reached its peak in 2000 and grew 16 per cent per annum between 1994 and 2000. It has been declining since 2001 due mainly to the political crisis. After significant declines in 2002 and 2003, it improved slightly in 2004. No significant model could be developed due to these abrupt traffic declines. Given the past trends of strong traffic growth, the group assumed a growth rate of 2.5 per cent per annum for the period 2004-2010.

3.5.10 Santiago International, Chile

3.5.10.1 Movements have grown at 4.2 per cent annually in the past decade (1994-2004), however since 1999 traffic has declined at an average rate 2.0 per cent per annum. Since a suitable model could not be developed using the movement's data, the group looked at other factors such as population and exports growth, which could stimulate traffic in the future. Based on growth rates of these parameters, the Group assumed a growth rate of 3.5 per cent for the period 2004-2010, increasing aircraft movements from 63 thousands in 2004 to slightly above 77 thousands in 2010.

3.5.11 Cancun, Mexico

3.5.11.1 Traffic has been steadily increasing at a healthy rate of 4.8 per cent annually in terms of aircraft movements. The following model of the exponential form was developed using the aircraft movement's data for the last ten years:

$$Y = 1.04 * (6.69E\text{-}30)^{t}$$

Using this model, aircraft movements would increase from 60.4 thousand in 2004 to about 74.8 thousand in 2010, growing at a rate of 3.6 per cent per annum.

3.5.12 St. Maarten (Princess Juliana). Netherlands Antilles

3.5.12.1 Growth in the movements between the years 1994 to 2010 has been at an annual rate of 3.3 per cent. However, between 1999 and 2004 growth has slowed down to about 2.9 per cent per annum. The following model of the exponential form was developed using the data for past decade:

$$Y = 1.02 * (9.6E\text{-}16)^{t}$$

Based on this model, it is forecast that the aircraft movements would increase at 1.8 per cent per annum, growing from 58.4 thousand in 2004 to slightly above 65 thousand in 2010.

3.5.13 Lima, Peru

3.5.13.1 During 1994-2004 period an annual growth of 3.2 per cent in terms of aircraft movements has been recorded. However, between 1999 and 2004 the growth has been -1.7 per cent per annum. 2002 has been a difficult year when movements declined about 13 per cent. A model could not be obtained due mainly to year by year traffic variations. However the group noticed that the economic trend in the past ten years has been significant and also observed that it is the second fastest growing economy in the region during the next five years. Based upon these observations a growth rate of 3.0 per cent per annum for the year 2010 was established and aircraft movements would grow from nearly 55 thousand in 2004 to slightly above 65 thousand in 2010.

3.5.14 Belize City International, Belize

3.5.14.1 Past trends in aircraft movements indicate a growth of 3.9 per cent per annum for the period 1994 to 2004. A model was developed by fitting an exponential curve to the data to get the following equation:

$$Y = 1.046 * (2.91E\text{-}35)^{t}$$

Using this model, a growth rate of 3.6 per cent per annum was established for the forecast period 2004-2010. Aircraft movements would grow from 52.8 thousand in 2004 to 65.4 thousand in 2010.

3.5.15 San Jose, Costa Rica

3.5.15.1 Aircraft movements have been growing steadily during the years 1994 to 2004 with a growth rate of 3.8 per cent per annum. Since there has been a sharp decline in traffic in 2003, data for the years 1994 until 2002 was used to obtain a model of the exponential form:

$$Y = 1.029 * (7.05E\text{-}21)^{t}$$

A growth rate of 1.2 per cent per annum for the forecast period was obtained from the model. Judging from the growths in movements during 2004 and 2005 (preliminary), moreover looking at the past tourist traffic trends, it seemed that the model had not captured the full effect of factors affecting traffic. It was decided that a 3.5 per cent per annum growth is more likely and hence the aircraft movements would grow from 52.1 thousand in 2004 to about 60.0 thousand in 2010.

3.5.16 Buenos Aires (Ezeiza), Argentina

3.5.16.1 The movements traffic has grown between the years 1994 and 2004 at a rate of 5.9 per cent per annum. Using data from the past decade, the following model has been developed:

$$Y = 1.047 * (2.68E\text{-}36)^{t}$$

Traffic was projected to the year 2010 using this model and a growth rate of 6.5 per cent per annum was obtained. The Movements are forecast to increase from 49.3 thousand in 2004 to about 71.9 thousand in 2010.

3.5.17 Barbados

3.5.17.1 During the period 1994 and 2004, aircraft movements have grown at 7.0 per cent annually. However, movements have grown more rapidly, at about 8.1 per cent per annum between 1999 and 2004. A model of the exponential form was developed using the past ten years data:

$$Y = 1.069 * (2.144E\text{-}54)^{t}$$

The movements are forecast to increase from 39.9 thousand in 2004 to about 61.9 thousand in 2010, at an average annual growth rate of about 7.6 per cent.

3.5.18 Tijuana, Mexico

3.5.18.1 Aircraft movements peaked in the year 2000 and have been on the decline since 2001. During the period 1994-2004 movements grew at 0.3 per cent per annum, however, between the years 2000 and 2004 declined at a rate of -2.9 per cent per annum. No model was developed and an assumption was made that in 2010 traffic would reach the peak value of 2000. It is anticipated that aircraft movements will increase from 39.4 thousand in 2004 to 43.6 thousand in 2010, growing at an average rate of 1.7 per cent per annum.

TABLE 10

AIRCRAFT MOVEMENTS FIRECAST TOTHEYEAR 2010
TOP 25 AIRPORTS, LATIN AMERICAN AD CARIBBEAN REGION

Rank	Airport Code	Airport, State Names	2004	2010	Average annual growth (%) 2004-2010
1	MEX	Mexico City (Juarez) Mexico	286 454	338 603	2.8
2	CGH	Sao Paulo (Congonhas) SP Brazil	161 478	257 672	8.1
3	SJU	San Juan (Intl.) PR USA	156 885	199 536	4.1
4	BOG	Bogota Colombia	125 936	133 684	1.0
5	GRU	Sao Paulo (Guarulhos) Intl. SP Brazil	104 678	167 036	8.1
6	BSB	Brasilia DF Brazil	91 033	127 677	5.8
7	GDL	Guadalajara Mexico	89 846	95 373	1.0
8	CCS	Caracas Venezuela	86 861	153 880	10.0
9	MTY	Monterrey Mexico	84 879	99 475	2.7
10	NAS	Nassau (Intl.) Bahamas	76 864	97 918	4.1
11	AEP	Buenos Aires (Newbery) BA Argentina	72 177	83 703	2.5
12	SDU	Rio De Janeiro (Santos Dumont) RJ Brazil	66 840	87 544	4.6
13	SCL	Santiago (Intl.) Chile	62 988	77 428	3.5
14	CUN	Cancun Mexico	60 447	74 783	3.6
15	GIG	Rio De Janeiro (Galeao) Intl. RJ Brazil	60 316	78 999	4.6
16	SXM	St. Maarten (P.Juliana) Neth. Antilles	58 430	65 152	1.8
17	LIM	Lima Peru	54 782	65 413	3.0
18	BZE	Belize City (Intl.) Belize	52 811	65 403	3.6
19	SJO	San Jose(Santamaria) Costa Rica	52 142	55 973	3.5
20	SSA	Salvador BA Brazil	51 711	86 248	8.9
21	EZE	Buenos Aires (Pistarini) BA Argentina	49 288	71 868	6.5
22	CWB	Curitiba PR Brazil	44 120	69 239	7.8
23	PLU	Belo Horizonte (Pampulha) MG Brazil	42 398	59 128	5.7
24	BGI	Barbados	39 878	61 865	7.6
25	TIJ	Tijuana Mexico	39 405	43 599	1.7

4. CRITICAL AIRCRAFT TYPES AND PEAK-PERIOD ANALYSIS

4.1 The Group continued its work on items a) and b) of Conclusion 10/42, adopted by GREPECAS/10 and concerning the critical aircraft types and peak-period parameters. It was agreed that each of the top 25 airports of the region would be analyzed individually. Due to time constraint, it was proposed that the main work would be continued by the ICAO Secretariat after the meeting and that the Group would review this work and approve it.

4.2 The ICAO Secretariat has completed its analyses of the top 25 airports of the Latin America and Caribbean Region and the results are presented in **appendix 1**. Data was collected from the Official Airline Guide (OAG) for the year 2004 and has been analyzed for each airport individually.

4.3 The analysis for each airport includes three tables, which describe the peak aircraft movement summary, the busiest 15 days of the year 2004 in terms of total movements (arrivals and departures), and the busiest 40 hours of the year with arrivals and departures listed separately. The choice of busiest 40 hours relates to the fact that a typical peak hour sometimes is defined as the 30^{th} or 40^{th} busy hour in the year.

4.4 The following figures are also included in the airport analysis:

1- Total arrivals and departures for the past 10 years
2- Movements on Monthly basis for 2004
3- Daily movements for the year 2004
4- Departures by aircraft type for the year 2004
5- Arrivals for the busiest day of the year by aircraft type
6- Arrivals by aircraft type for the busiest hour of the year 2004
7- Departures by aircraft type for the busiest hour of the year 2004

4.5 It should be noted that the data for each airport covers the whole year 2004. Therefore the peak-periods shown in this analysis represent yearly peaks. Moreover, in cases where airports have repeated peak period traffic, a random selection was made to make the graphical illustration.

4.6 Specifications concerning the critical aircraft types are given in the ICAO Air Navigation Plan for Caribbean and South American Regions (Doc 8733), Volume II, part III-Aerodrome Operational Planning (AOP)-FASID along with, the Table AOP-1. However, It should be noted that this report does not determine the critical aircraft type, but provides various graphs illustrating the peak period movements by aircraft type.

4.7 Items a) and b) of Conclusion 10/42 referred above request forecasts for the critical aircraft types and peak-period parameters. Developing these forecasts requires more data and resources than currently available to the Group. These forecasts would be developed during future meetings of the Group.

APPENDIX 1

PEAK PERIOD ANALISIS OF TOP 25 AIRPORTS
IN THE
LATIN AMERICA AND CARIBBEAN REGION

MEXICO CITY (BENITO JUAREZ) INTERNATIONAL AIRPORT (MEX), MEXICO

MOVEMENT SUMMARY, 2004

Total Annual Traffic	286454
Peak-day traffic	864
Peak-hour traffic	
- Arrivals: 12 Jul. 2004, 1900hr	37
- Departures: 9 Dec. 2004, 0700hr	40
Average Daily	783
Minimum	683

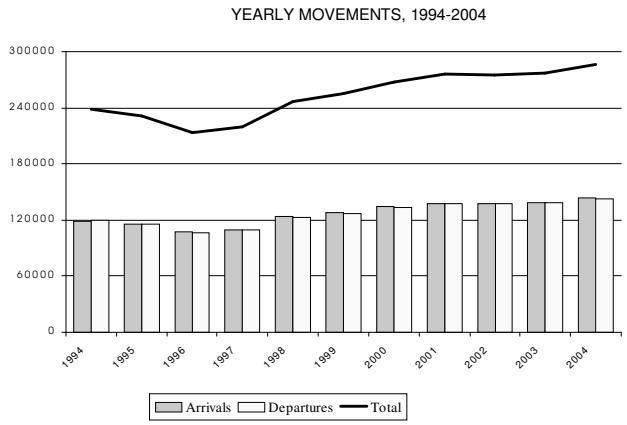
BUSIEST 15 DAYS, 2004 (Arrivals + Departures)

Days	Month	Traffic
20041217	Dec	864
20041216	Dec	854
20041209	Dec	849
20041210	Dec	846
20041220	Dec	845
20041213	Dec	839
20041202	Dec	838
20041223	Dec	837
20040716	Jul	836
20040806	Aug	835
20041206	Dec	835
20040723	Jul	834
20040730	Jul	834
20040820	Aug	834
20041203	Dec	834

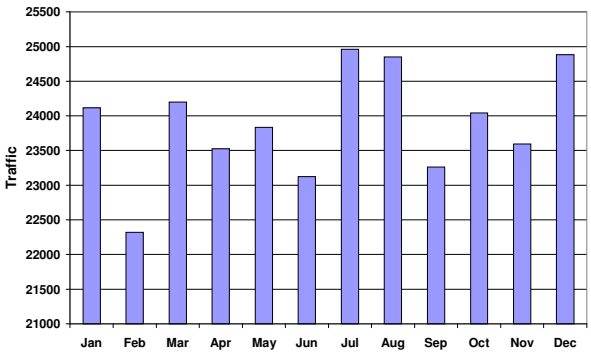
FIRST 40 PEAK-HOURS, 2004

	ARRIVALS				DEPARTURES		
Rank	Hour	Day	Number		Hour	Day	Number
1	19	20040712	37		7	20041209	40
2	19	20040719	37		7	20041216	40
3	19	20040726	37		7	20041230	40
4	19	20040802	37		7	20041202	39
5	19	20040809	37		7	20041223	39
6	19	20040816	37		7	20040624	38
7	19	20040823	37		9	20040804	38
8	19	20040830	37		9	20040811	38
9	20	20041021	37		9	20040818	38
10	19	20040705	36		7	20040909	38
11	20	20041014	36		7	20040923	38
12	20	20041107	36		7	20041014	38
13	20	20041121	36		7	20041028	38
14	20	20041128	36		7	20041125	38
15	19	20040820	35		7	20041203	38
16	20	20040902	35		7	20041210	38
17	20	20040909	35		7	20041217	38
18	20	20041007	35		7	20041220	38
19	20	20041015	35		7	20041221	38
20	20	20041028	35		7	20041222	38
21	20	20041031	35		7	20040506	37
22	20	20041104	35		7	20040513	37
23	20	20041111	35		7	20040520	37
24	20	20041114	35		7	20040527	37
25	20	20041118	35		7	20040603	37
26	20	20041125	35		7	20040610	37
27	20	20041218	35		7	20040617	37
28	19	20040709	34		7	20040701	37
29	19	20040716	34		7	20040702	37
30	19	20040723	34		7	20040708	37
31	19	20040730	34		7	20040709	37
32	19	20040806	34		7	20040715	37
33	19	20040813	34		7	20040716	37
34	19	20040827	34		7	20040722	37
35	12	20040904	34		7	20040723	37
36	12	20040911	34		7	20040729	37
37	20	20040923	34		7	20040730	37
38	12	20040925	34		7	20040805	37
39	20	20040930	34		9	20040805	37
40	20	20041008	34		7	20040806	37

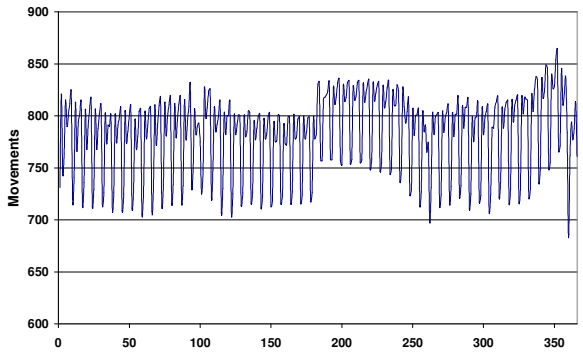
MEXICO CITY (BENITO JUAREZ) INTERNATIONAL AIRPORT (MEX), MÉXICO



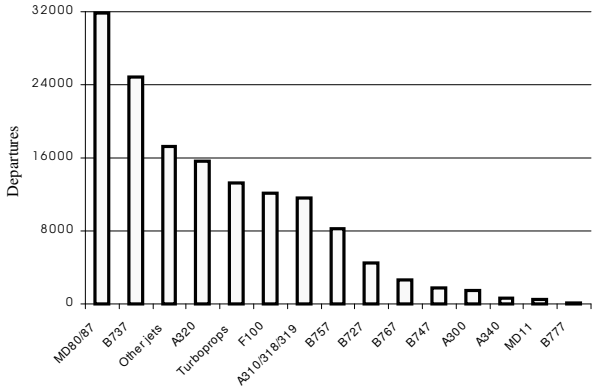
Monthly Traffic, 2004



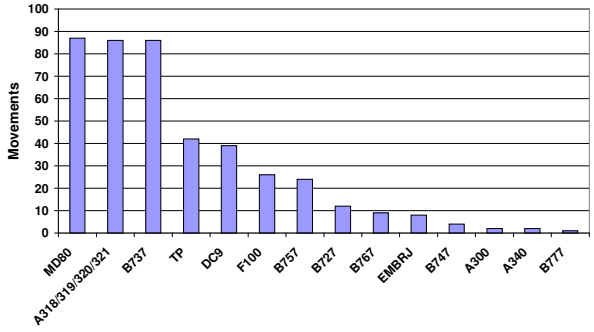
Daily Movements, 2004



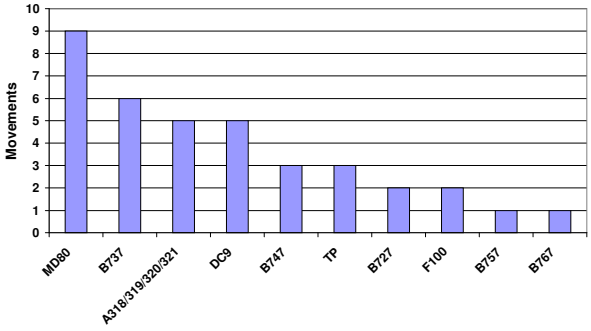
MOVEMENTS BY TYPE, 2004



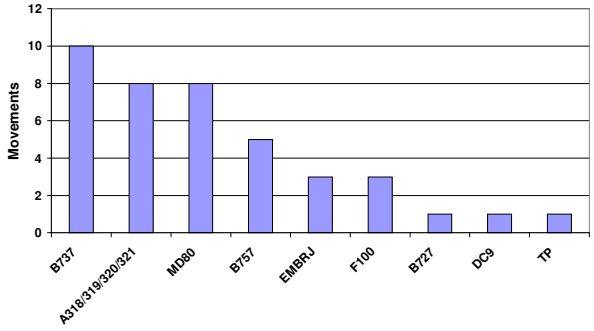
Busy Day by A/c Type
Arrivals: 16 December 2004



Busy Hour by A/c Type
Arrivals: 12 July 2004, 1900hr



Busy Hour by A/c Type
Departures: 9 December 2004, 0700hr



SAO PAULO (CONGONHAS) AIRPORT (CGH), BRAZIL

MOVEMENT SUMMARY, 2004

Total annual traffic	161478
Peak-day traffic	519
Peak-hour traffic	
- Arrivals: 16 Feb. 2004, 0800hr	24
- Departures 2 Aug. 2004, 0700.	24
Average Daily	441
Minimum	246

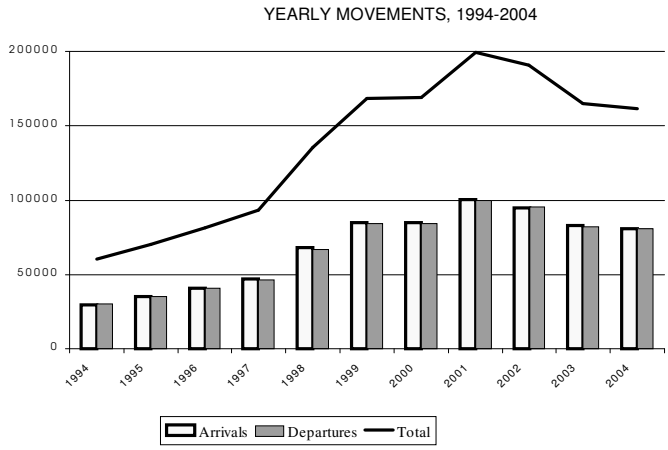
BUSIEST 15 DAYS, 2004 (Arrivals + Departures)

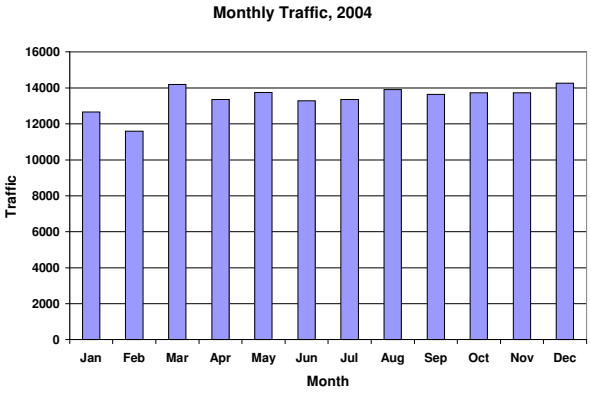
Days	Month	Traffic
20041217	Dec	**519**
20041014	Oct	**517**
20041213	Dec	**517**
20041215	Dec	**517**
20041216	Dec	**517**
20040930	Sep	**516**
20041126	Nov	**516**
20041007	Oct	**515**
20041123	Nov	**515**
20041125	Nov	**515**
20041130	Nov	**515**
20041202	Dec	**515**
20041207	Dec	**515**
20041209	Dec	**515**
20041214	Dec	**515**

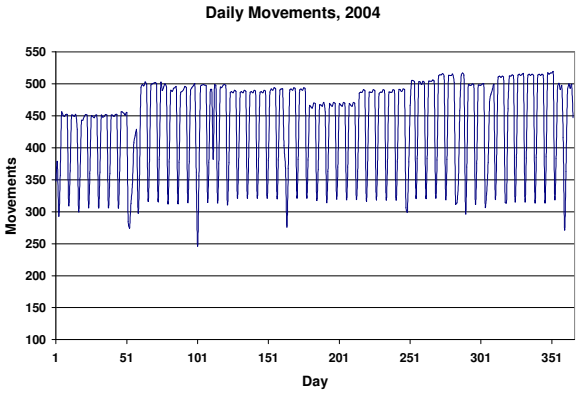
FIRST 40 PEAK-HOURS

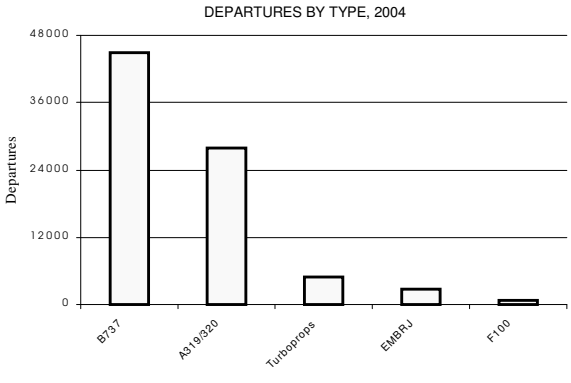
	ARRIVALS				DEPARTURES		
Rank	Hour	Day	Movements		Hour	Day	Movements
1	8	20040216	24		7	20040802	24
2	8	20040217	24		9	20040308	23
3	8	20040218	24		9	20040309	23
4	8	20040219	24		9	20040310	23
5	8	20040503	24		9	20040315	23
6	8	20040504	24		7	20040416	23
7	8	20040505	24		7	20040419	23
8	8	20040506	24		7	20040420	23
9	8	20040507	24		7	20040422	23
10	8	20040510	24		7	20040423	23
11	8	20040511	24		7	20040426	23
12	8	20040512	24		7	20040427	23
13	8	20040513	24		7	20040428	23
14	8	20040514	24		7	20040429	23
15	8	20040517	24		7	20040430	23
16	8	20040518	24		7	20040803	23
17	8	20040519	24		7	20040804	23
18	8	20040520	24		7	20040805	23
19	8	20040521	24		7	20040806	23
20	8	20040524	24		7	20040809	23
21	8	20040525	24		7	20040810	23
22	8	20040526	24		7	20040811	23
23	8	20040527	24		7	20040812	23
24	8	20040528	24		7	20040813	23
25	8	20040531	24		7	20040816	23
26	8	20040601	24		7	20040817	23
27	8	20040602	24		7	20040818	23
28	8	20040603	24		7	20040819	23
29	8	20040604	24		7	20040820	23
30	8	20040607	24		7	20040823	23
31	8	20040608	24		7	20040824	23
32	8	20040609	24		7	20040825	23
33	8	20040614	24		7	20040826	23
34	8	20040615	24		7	20040827	23
35	8	20040616	24		7	20040830	23
36	8	20040617	24		7	20040831	23
37	8	20040618	24		7	20040105	22
38	8	20040621	24		9	20040301	22
39	8	20040622	24		7	20040302	22
40	8	20040623	24		9	20040302	22

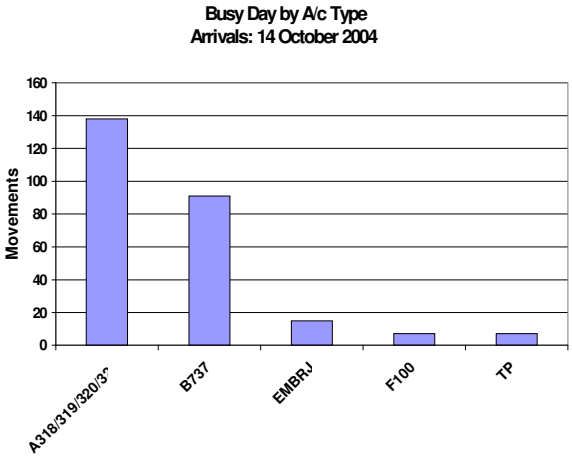
SAO PAULO (CONGONHAS) AIRPORT (CGH), BRAZIL

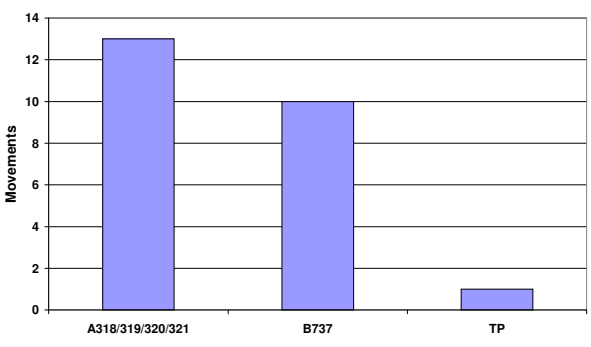


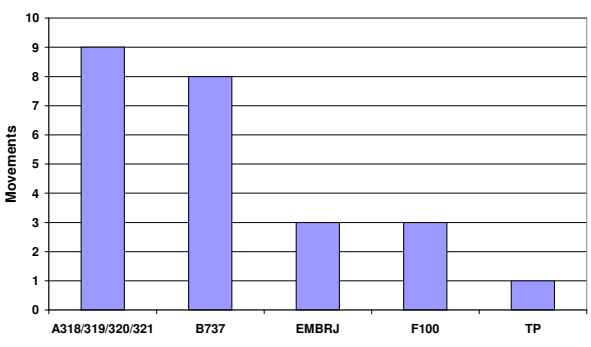












SAN JUAN INTERNATIONAL AIRPORT (SJU), PUERTO RICO

MOVEMENT SUMMARY, 2004

Total Annual Traffic	156885
Peak-day traffic	543
our traffic	
- Arrivals: 4 Jan. 2004, 1600hr	38
- Departures: 1 Apr. 2004, 1700hr	36
Average Daily	429
Minimum	318

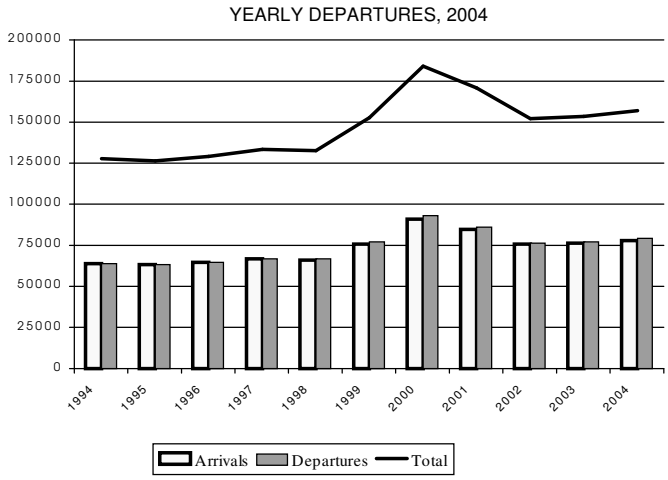
BUSIEST 15 DAYS, 2004 (Arrivals + Departures)

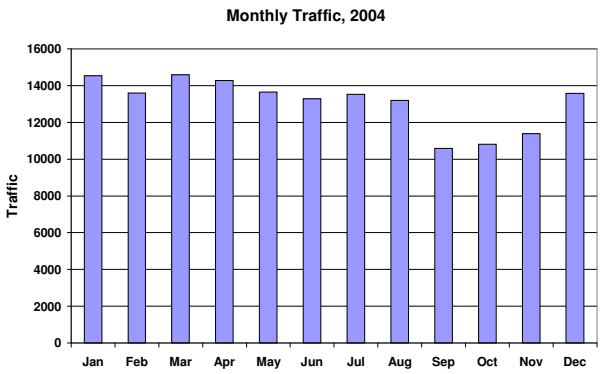
Days	Month	Traffic
20040103	Jan	**543**
20040104	Jan	**531**
20040403	Apr	**518**
20041219	Dec	**518**
20041226	Dec	**515**
20040320	Mar	**513**
20040327	Mar	**513**
20041218	Dec	**513**
20040102	Jan	**511**
20040214	Feb	**511**
20040313	Mar	**511**
20040221	Feb	**509**
20040306	Mar	**509**
20040404	Apr	**509**
20040131	Jan	**507**

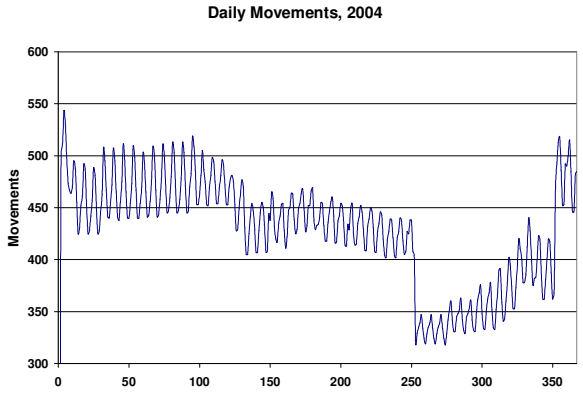
FIRST 40 PEAK HOURS, 2004

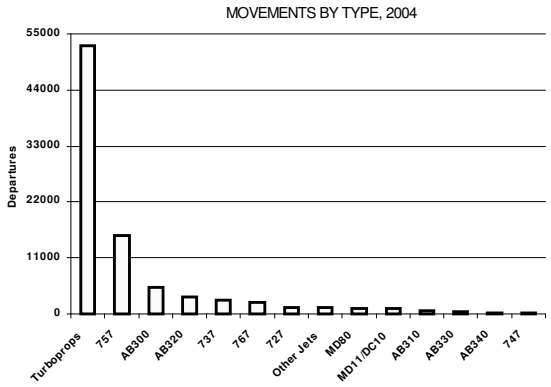
	ARRIVALS				DEPARTURES		
Rank	Hour	Day	Movements		Hour	Day	Movements
1	16	20040104	38		17	20040410	36
2	16	20040215	38		17	20040411	36
3	16	20040307	38		17	20040417	36
4	16	20040314	38		17	20040424	36
5	16	20040321	38		17	20040717	36
6	16	20040103	37		17	20040724	36
7	16	20040201	37		17	20040731	36
8	16	20040208	37		17	20040807	36
9	16	20040214	37		17	20040814	36
10	16	20040222	37		17	20040404	35
11	16	20040229	37		17	20040418	35
12	16	20040306	37		17	20040425	35
13	16	20040313	37		17	20040821	35
14	16	20040320	37		17	20040828	35
15	16	20040327	37		17	20040904	35
16	16	20040328	37		14	20040404	34
17	16	20040111	36		17	20040409	34
18	16	20040118	36		14	20040411	34
19	16	20040125	36		17	20040416	34
20	16	20040212	36		17	20040423	34
21	16	20040221	36		17	20040430	34
22	16	20040228	36		17	20040703	34
23	16	20040304	36		17	20040710	34
24	16	20040311	36		17	20040725	34
25	16	20040318	36		17	20040408	33
26	16	20040325	36		17	20040412	33
27	16	20040403	36		17	20040415	33
28	16	20041219	36		14	20040418	33
29	16	20041226	36		17	20040419	33
30	16	20040110	35		17	20040422	33
31	16	20040117	35		14	20040425	33
32	16	20040124	35		17	20040426	33
33	16	20040131	35		17	20040429	33
34	16	20040207	35		17	20040501	33
35	16	20040213	35		17	20040612	33
36	16	20040219	35		17	20040619	33
37	16	20040226	35		17	20040626	33
38	16	20040302	35		17	20040716	33
39	16	20040305	35		17	20040718	33
40	16	20040309	35		17	20040730	33

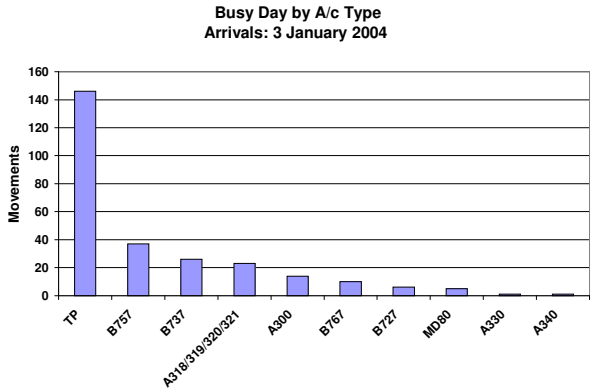
SAN JUAN INTERNATIONAL AIRPORT (SJU), PUERTO RICO

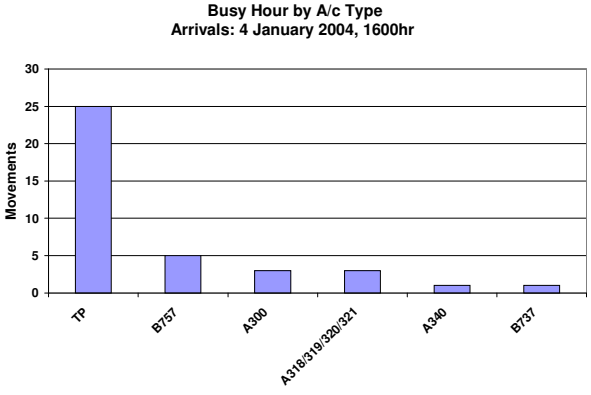


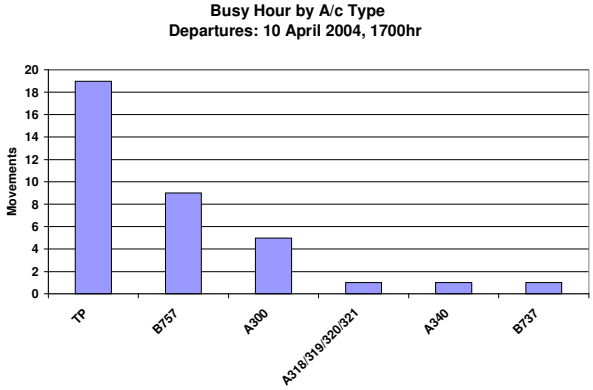












BOGOTA INTERNATIONAL AIRPORT (BOG), COLOMBIA

MOVEMENT SUMMARY, 2004

Total annual traffic	125936
Peak-day traffic	385
Peak-hour traffic	
-Arrivals: 9 Jan. 2004, 2000hr	25
-Departures: 17 Dec. 2004, 1800hr22	22
Daily Average	346
Minimum	273

BUSIEST 15 DAYS, 2004 (Arrivals + Departures)

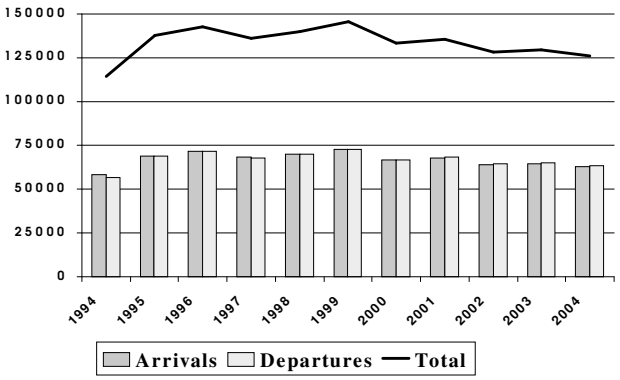
Days	Month	Traffic
20041217	Dec	**385**
20040716	Jul	**383**
20041223	Dec	**382**
20041216	Dec	**381**
20041221	Dec	**380**
20040702	Jul	**378**
20041222	Dec	**378**
20041230	Dec	**378**
20040611	Jun	**376**
20041228	Dec	**376**
20041015	Oct	**375**
20041203	Dec	**375**
20040618	Jun	**374**
20040625	Jun	**374**
20040709	Jul	**374**

FIRST 40 PEAK-HOURS

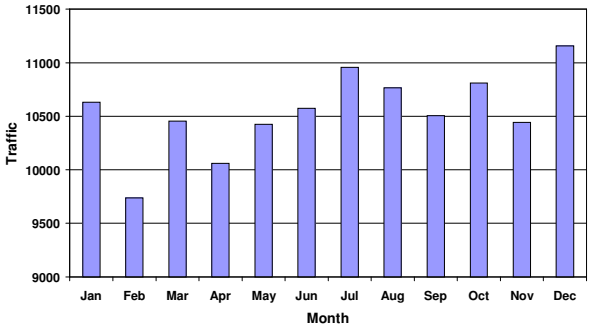
	ARRIVALS				DEPARTURES		
Rank	Hour	Day	Movements		Hour	Day	Movements
1	20	20040109	25		18	20041217	22
2	20	20040101	24		18	20041105	21
3	20	20040102	24		18	20041112	21
4	20	20040105	24		18	20041119	21
5	20	20040106	24		18	20041126	21
6	20	20040107	24		18	20041203	21
7	20	20040112	24		18	20041210	21
8	20	20040113	24		18	20041224	21
9	20	20040114	24		18	20041231	20
10	20	20040108	23		8	20040802	19
11	20	20040115	23		8	20040804	19
12	20	20040116	23		8	20040806	19
13	20	20040119	23		8	20040809	19
14	20	20040120	23		8	20040811	19
15	20	20040121	23		8	20040813	19
16	20	20040122	23		8	20040818	19
17	20	20040123	23		8	20040820	19
18	20	20040126	23		8	20040823	19
19	20	20040127	23		8	20040825	19
20	20	20040128	23		8	20040827	19
21	20	20040129	23		8	20040830	19
22	20	20040130	23		8	20040901	19
23	20	20040202	23		8	20040903	19
24	20	20040203	23		8	20040906	19
25	20	20040205	23		8	20040908	19
26	20	20040206	23		8	20040910	19
27	20	20040209	23		8	20040913	19
28	20	20040210	23		8	20040915	19
29	20	20040212	23		8	20040917	19
30	20	20040213	23		8	20040920	19
31	20	20040303	23		8	20040922	19
32	20	20040310	23		8	20040924	19
33	20	20040317	23		8	20040927	19
34	20	20040324	23		8	20040929	19
35	20	20040616	23		8	20041011	19
36	20	20040623	23		8	20041013	19
37	20	20040624	23		8	20041015	19
38	20	20040630	23		8	20041020	19
39	20	20040707	23		8	20041022	19
40	20	20040708	23		8	20041025	19

BOGOTA INTERNATIONAL AIRPORT (BOG), COLOMBIA

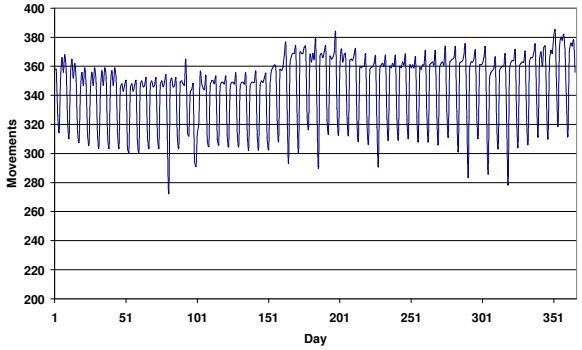
YEARLY MOVEMENTS, 1994-2004



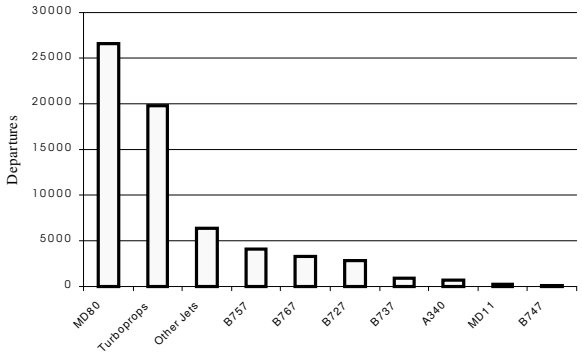
Monthly Traffic, 2004
(Arrivals and Departures)



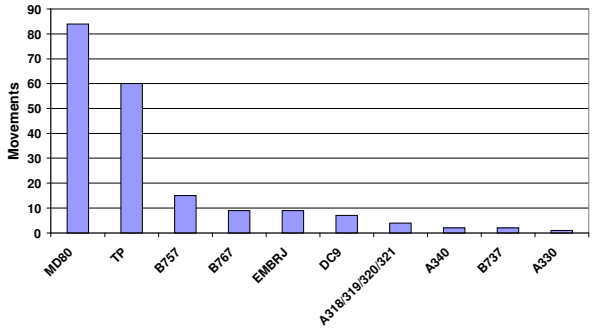
Daily Movements



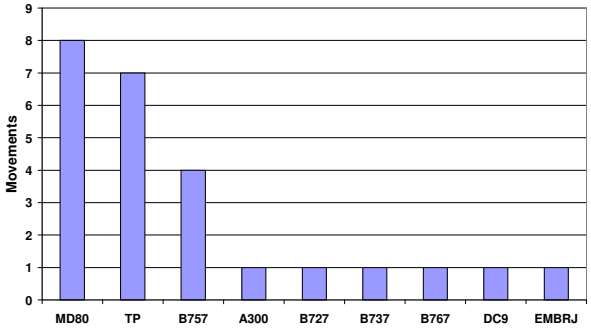
DEPARTURES BY TYPE, 2004



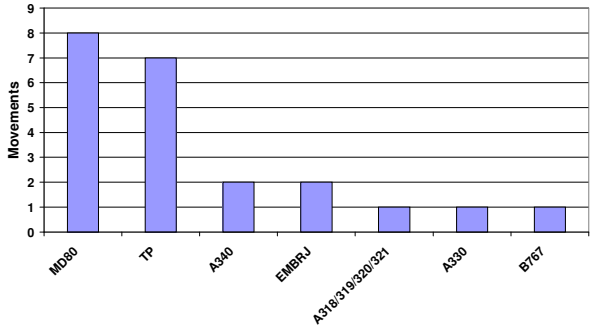
Busy Day by A/c Type
Arrivals: 17 December 2004



Busy Hour by A/c Type
Arrivals: 9 January 2004, 2000hr



Busy Hour by A/c Type
Departures: 17 December 2004, 1800hr



SAO PAULO (GUARLHOS) INTERNATIONAL AIRPORT (GRU), BRAZIL

MOVEMENT SUMMARY, 2004

Total annual traffic	104678
Peak-day traffic	322
Peak-hour traffic	
- Arrivals: 30 Oct. 2004, 2000hr	27
- Departures: 28 Mar. 2004, 2200hr	26
Average Daily	300
Minimum	270

BUSIEST 15 DAYS, 2004 (Arrivals + Departures)

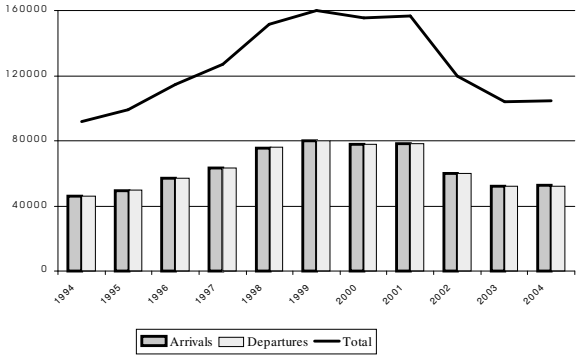
Days	Month	Traffic
20041229	Dec	**322**
20040904	Sep	**319**
20041230	Dec	**319**
20041222	Dec	**317**
20040802	Aug	**316**
20040919	Sep	**316**
20040925	Sep	**316**
20041217	Dec	**316**
20041223	Dec	**316**
20040924	Sep	**315**
20040926	Sep	**315**
20041215	Dec	**315**
20040719	Jul	**314**
20040723	Jul	**314**
20040729	Jul	**314**

FIRST 40 PEAK-HOURS, 2004

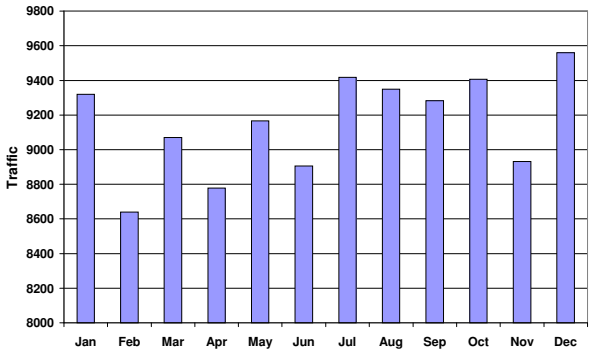
	ARRIVALS				DEPARTURES		
Rank	Hour	Day	Movements		Hour	Day	Movements
1	20	20041030	27		22	20040328	26
2	20	20041019	26		22	20040302	25
3	20	20040218	25		22	20040304	25
4	20	20040220	25		22	20040307	25
5	20	20040227	25		22	20040309	25
6	20	20040501	25		22	20040314	25
7	20	20041012	25		22	20040316	25
8	20	20041014	25		22	20040318	25
9	20	20041016	25		22	20040321	25
10	20	20041017	25		22	20040323	25
11	20	20041018	25		22	20040325	25
12	20	20040215	24		22	20040330	25
13	20	20040216	24		22	20040331	25
14	20	20040225	24		22	20040401	25
15	20	20040228	24		22	20040402	25
16	20	20040229	24		22	20040303	24
17	20	20040330	24		22	20040305	24
18	20	20040401	24		22	20040306	24
19	20	20040529	24		22	20040308	24
20	20	20040902	24		22	20040311	24
21	20	20040909	24		22	20040312	24
22	20	20040911	24		22	20040313	24
23	20	20040914	24		22	20040315	24
24	20	20040916	24		22	20040317	24
25	20	20040919	24		22	20040319	24
26	20	20040921	24		22	20040320	24
27	20	20040923	24		22	20040324	24
28	20	20040925	24		22	20040326	24
29	20	20040928	24		22	20040329	24
30	20	20040930	24		22	20040215	23
31	20	20041002	24		22	20040217	23
32	20	20041005	24		22	20040219	23
33	20	20041007	24		22	20040224	23
34	20	20041009	24		22	20040226	23
35	20	20041010	24		22	20040229	23
36	20	20041013	24		22	20040301	23
37	20	20041021	24		22	20040310	23
38	20	20041023	24		22	20040322	23
39	20	20041026	24		22	20040801	23
40	20	20041028	24		23	20040102	22

SAO PAULO (GUARLHOS) INTERNATIONAL AIRPORT (GRU), BRAZIL

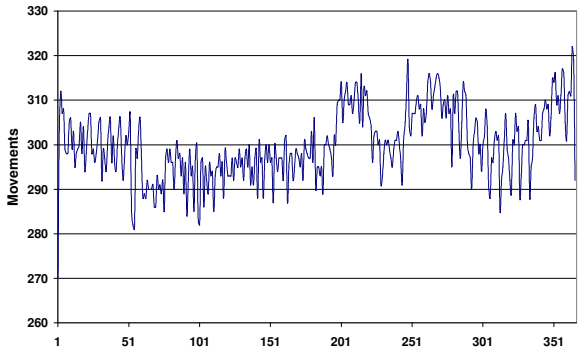
YEARLY MOVEMENTS, 1994-2004



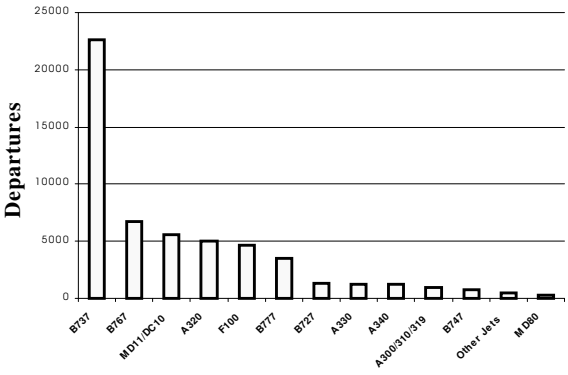
Monthly Traffic, 2004



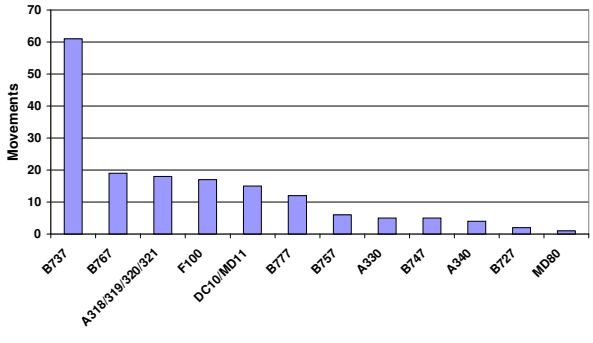
Daily Movements, 2004



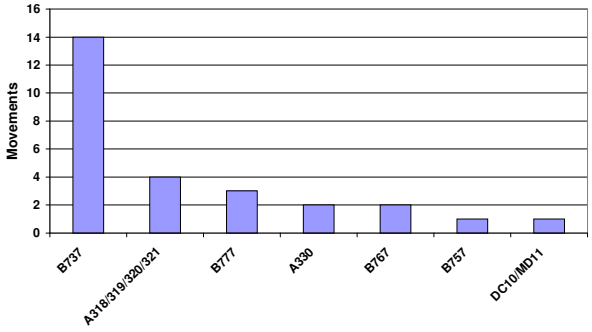
DEPARTURES BY TYPE, 2004



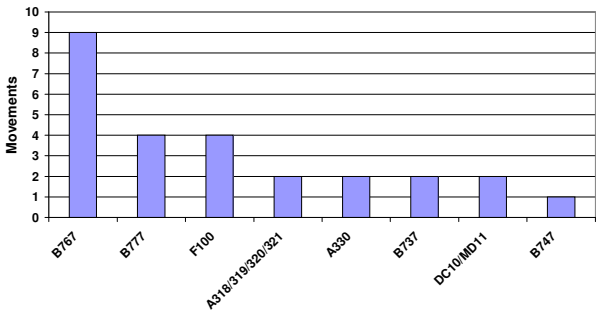
Busy Day by A/c Type
Arrivals: 29 December 2004



Busy Hour by A/c Type
Arrivals: 30 October 2004, 2000hr



Busy Hour by A/c Type
Departures: 28 march 2004, 2200hr



BRASILIA INTERNATIONAL AIRPORT (BSB), BRAZIL

MOVEMENT SUMMARY, 2004

Total annual traffic	91033
Peak-day traffic	275
Peak-hour traffic	
- Arrivals: 27 September 2004, 0900hr	24
-Departures: 7 October 2004, 1000hr,	23
Average Daily	249
Minimum	169

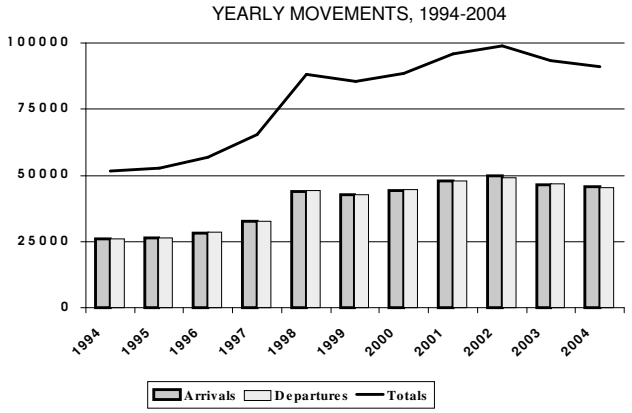
BUSIEST 15 DAYS, 2004 (Arrivals + Departures)

Days	Month	Traffic
20041008	Oct	275
20041007	Oct	274
20041004	Oct	272
20041005	Oct	272
20041006	Oct	272
20041013	Oct	272
20041014	Oct	272
20041015	Oct	272
20040928	Sep	271
20040929	Sep	271
20040930	Sep	271
20041001	Oct	271
20040716	Jul	269
20040723	Jul	269
20040730	Jul	269

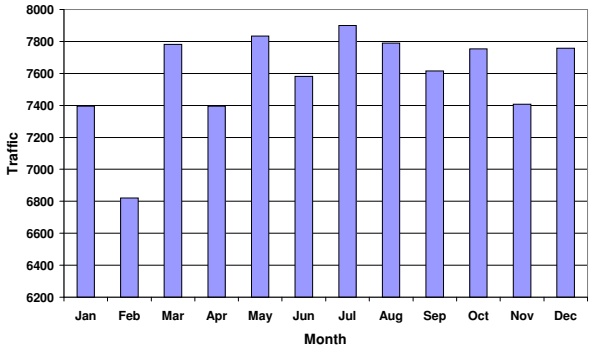
FIRST 40 PEAK-HOURS

Rank	ARRIVALS				DEPARTURES		
	Hour	Day	Movements		Hour	Day	Movements
1	9	20040927	24		10	20041007	23
2	9	20040928	24		10	20041008	23
3	9	20040929	24		10	20040928	22
4	9	20040930	24		10	20040929	22
5	9	20041002	24		10	20040930	22
6	9	20041004	24		10	20041004	22
7	9	20041005	24		10	20041005	22
8	9	20041006	24		10	20041006	22
9	9	20041007	24		10	20041009	22
10	9	20041008	24		10	20041013	22
11	9	20041009	24		10	20041014	22
12	9	20041013	24		10	20041015	22
13	9	20041014	24		10	20040103	21
14	9	20041015	24		10	20040105	21
15	9	20040830	23		10	20040110	21
16	9	20040831	23		10	20040219	21
17	9	20040901	23		10	20040601	21
18	9	20040902	23		10	20040602	21
19	9	20040903	23		10	20040603	21
20	9	20040904	23		10	20040604	21
21	9	20040908	23		10	20040605	21
22	9	20040909	23		10	20040606	21
23	9	20040910	23		10	20040607	21
24	9	20040911	23		10	20040608	21
25	9	20040913	23		10	20040609	21
26	9	20040914	23		10	20040610	21
27	9	20040915	23		10	20040614	21
28	9	20040916	23		10	20040615	21
29	9	20040917	23		10	20040616	21
30	9	20040918	23		10	20040617	21
31	9	20040920	23		10	20040618	21
32	9	20040921	23		10	20040619	21
33	9	20040922	23		10	20040620	21
34	9	20040923	23		10	20040621	21
35	9	20040924	23		10	20040622	21
36	9	20040925	23		10	20040623	21
37	9	20040717	22		10	20040624	21
38	9	20040828	22		10	20040625	21
39	9	20040912	22		10	20040626	21
40	9	20040919	22		10	20040627	21

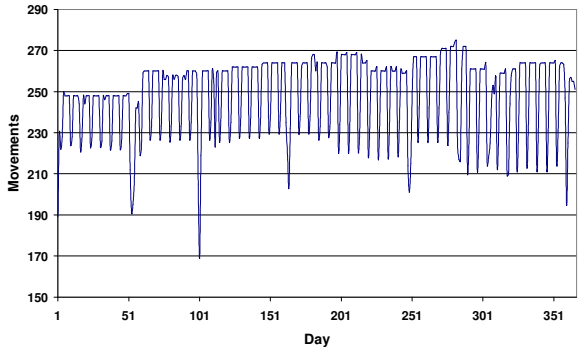
BRASILIA INTERNATIONAL AIRPORT (BSB), BRAZIL



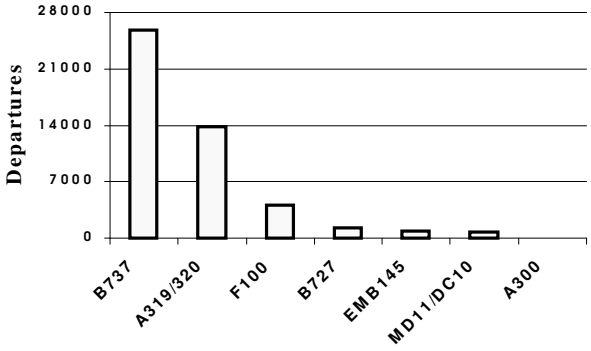
Monthly Traffic, 2004



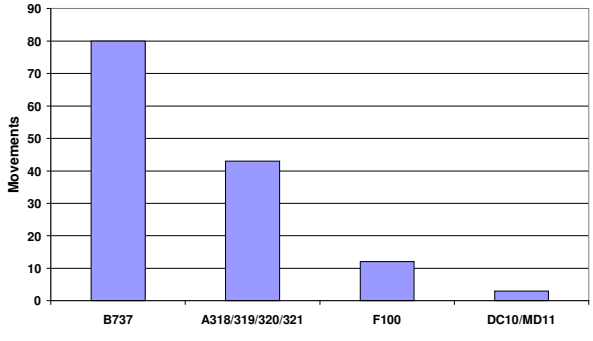
Daily Movements, 2004



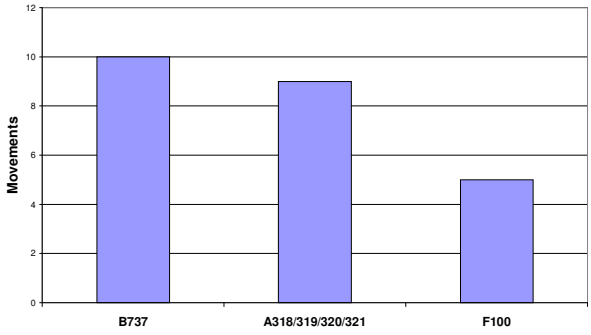
DEPARTURES BY TYPE, 2004



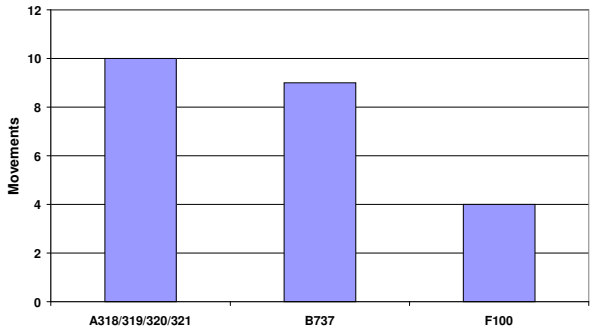
Busy Day by A/c Type
Arrivals: 7 October 2004



Busy Hour by A/c Type
Arrivals: 27 September 0900hr



Busy Hour by A/c Type
Departures: 7 October 2004, 1000hr



GUADALAJARA AIRPORT (GDL), MEXICO

MOVEMENT SUMMARY, 2004

Total annual traffic	89846
Peak-day traffic	276
Peak-hour traffic	
- Arrivals: 3 Jul. 2004, 1700hr	14
- Departures: 2 Jan. 2004, 0800hr	15
Average Daily	248
Minimum	225

BUSIEST 15 DAYS, 2004 (Arrivals + Departures)

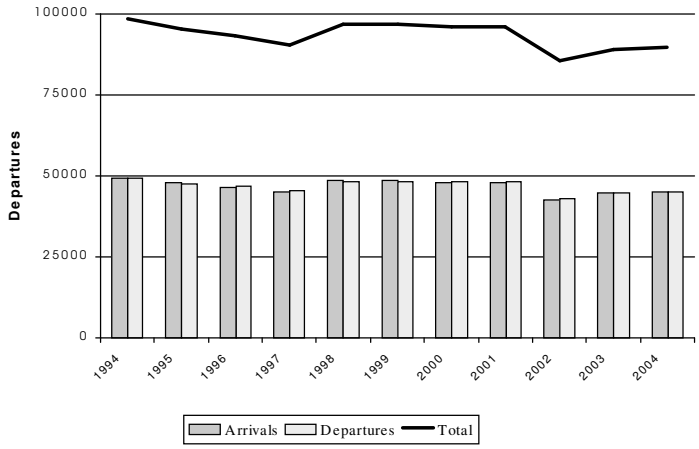
Days	Month	Traffic
20040709	Jul	**276**
20040702	Jul	**274**
20041217	Dec	**273**
20040716	Jul	**272**
20040723	Jul	**272**
20040730	Jul	**272**
20040715	Jul	**271**
20040806	Aug	**271**
20040813	Aug	**271**
20040820	Aug	**271**
20040708	Jul	**269**
20041220	Dec	**269**
20041210	Dec	**268**
20040712	Jul	**267**
20040722	Jul	**267**

FIRST 40 PEAK-HOURS, 2004

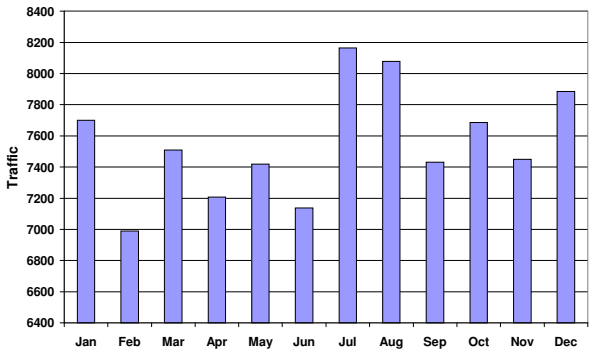
	ARRIVALS				DEPARTURES		
RANK	Hour	Day	Movements		Hour	Day	Movements
1	17	20040703	14		8	20040102	15
2	17	20040710	14		8	20040104	15
3	17	20040717	14		8	20040115	15
4	17	20040117	13		8	20040118	15
5	17	20040612	13		8	20040125	15
6	17	20040619	13		8	20040105	14
7	17	20040626	13		8	20040108	14
8	17	20040724	13		9	20040108	14
9	17	20040731	13		8	20040109	14
10	17	20040807	13		17	20040109	14
11	17	20040821	13		8	20040111	14
12	17	20040828	13		8	20040116	14
13	17	20041113	13		8	20040122	14
14	17	20041120	13		8	20040123	14
15	16	20040102	12		8	20040129	14
16	16	20040106	12		9	20040401	14
17	16	20040109	12		8	20040702	14
18	17	20040124	12		8	20040703	14
19	17	20040131	12		8	20040710	14
20	17	20040207	12		8	20040712	14
21	17	20040214	12		8	20040717	14
22	17	20040221	12		8	20040719	14
23	17	20040228	12		8	20040724	14
24	17	20040306	12		8	20040726	14
25	17	20040313	12		8	20040731	14
26	17	20040320	12		8	20040802	14
27	17	20040327	12		8	20040806	14
28	17	20040630	12		8	20040807	14
29	17	20040702	12		8	20040809	14
30	17	20040705	12		8	20040814	14
31	17	20040706	12		8	20040816	14
32	17	20040707	12		8	20040821	14
33	17	20040709	12		8	20040823	14
34	17	20040712	12		8	20040828	14
35	17	20040713	12		8	20040830	14
36	17	20040714	12		8	20041112	14
37	17	20040716	12		8	20041113	14
38	17	20040719	12		8	20041119	14
39	17	20040720	12		8	20041120	14
40	17	20040721	12		8	20041126	14

GUADALAJARA AIRPORT (GDL), MEXICO

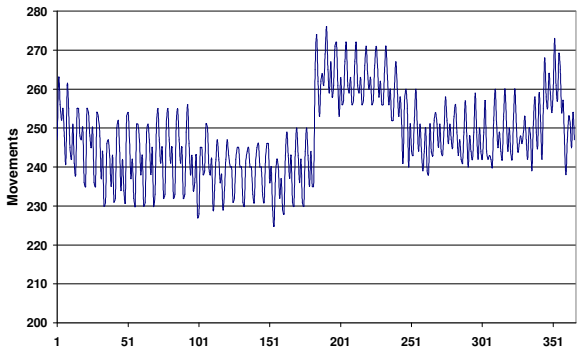
YEARLY MOVEMENTS, 1994-2004



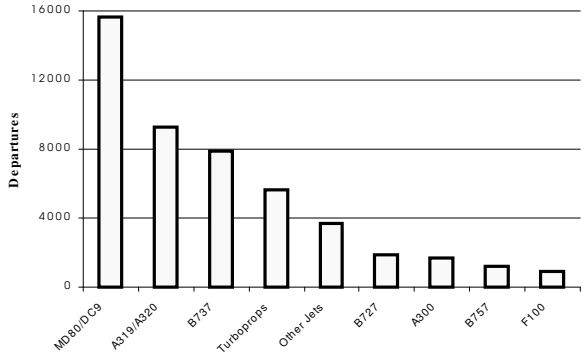
Monthly Traffic, 2004



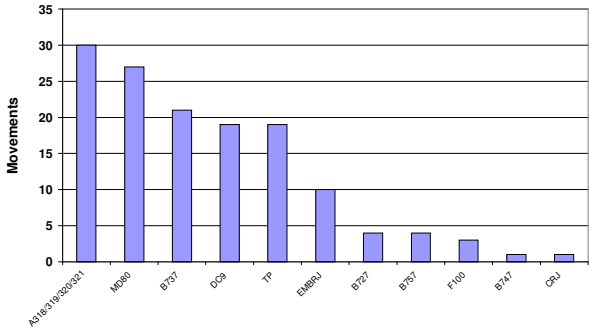
Daily Movements, 2004



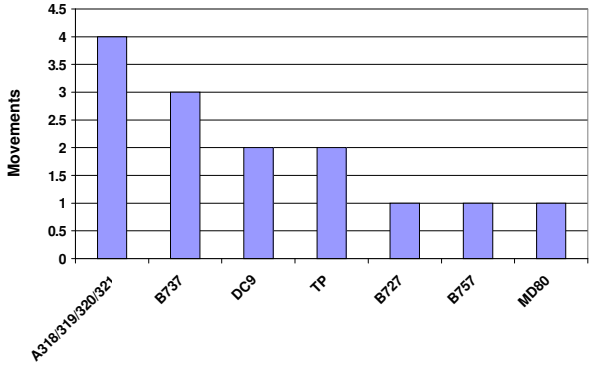
DEPARTURES BY TYPE, 2004



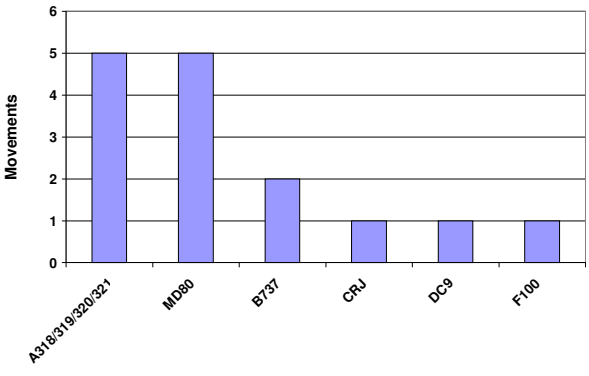
Busy Day by A/c Type
Arrivals: 9 July 2004



Busy Hour by A/c Type
Arrivals: 3 July 2004, 1700hr



Busy Hour by A/c Type
Departures: 2 January 2004, 0800hr



CARACAS INTERNATIONAL AIRPORT (CCS), VENEZUELA

MOVEMENT SUMMARY, 2004

Total annual traffic	86861
Peak-day traffic	320
peak-hour traffic:	
- Arrivals: 18 Jul. 2004, 1500hr,	20
- Departures: 20 Jul. 2004, 1600hr	23
Average Daily	239
Minimum	176

BUSIEST 15 DAYS, 2004 (Arrivals + Departures)

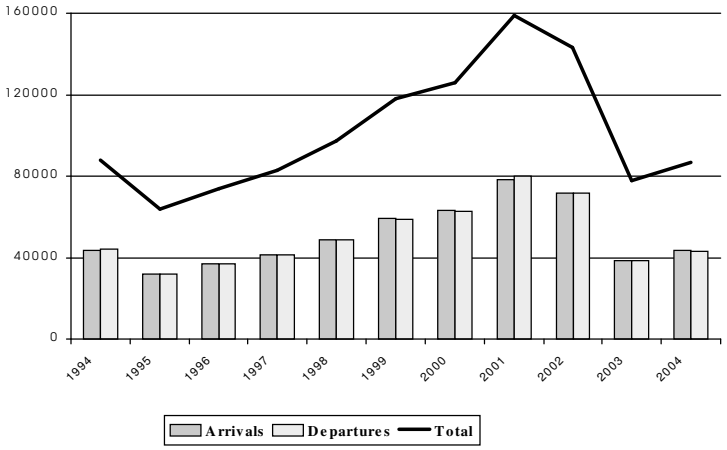
Days	Month	Traffic
20040910	Sep	**320**
20040827	Aug	**318**
20040903	Sep	**317**
20040820	Aug	**316**
20040723	Jul	**311**
20040730	Jul	**309**
20040806	Aug	**309**
20040917	Sep	**309**
20041210	Dec	**308**
20041203	Dec	**307**
20040716	Jul	**306**
20040813	Aug	**306**
20041223	Dec	**306**
20041216	Dec	**305**
20041217	Dec	**305**

FIRST 40 PEAK-HOURS, 2004

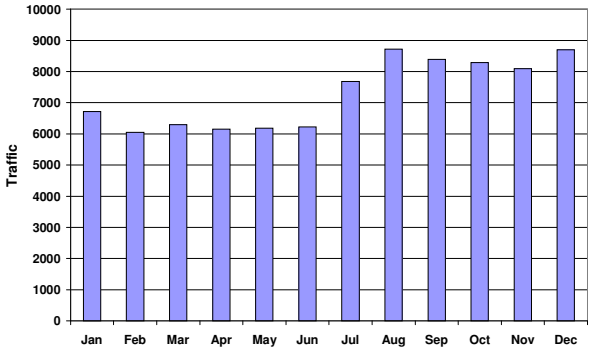
	ARRIVALS				DEPARTURES		
Rank	Hour	Day	Movements		Hour	Day	Movements
1	15	20040718	20		16	20040720	23
2	15	20040725	19		16	20040723	23
3	15	20040801	19		16	20040727	23
4	15	20040808	19		16	20040730	23
5	18	20041122	19		16	20040803	23
6	18	20041129	19		16	20040806	23
7	18	20041206	19		16	20040810	23
8	18	20041213	19		16	20040813	23
9	15	20040815	18		16	20040817	23
10	15	20040822	18		16	20040820	23
11	15	20040829	18		16	20040824	23
12	15	20040905	18		16	20040827	23
13	15	20040912	18		16	20040831	23
14	18	20041101	18		16	20040903	23
15	18	20041104	18		16	20040905	23
16	18	20041108	18		16	20040910	23
17	18	20041111	18		16	20040912	23
18	18	20041115	18		16	20040917	23
19	18	20041118	18		16	20040919	23
20	18	20041125	18		16	20041014	23
21	18	20041126	18		16	20041015	23
22	18	20041128	18		16	20040716	22
23	18	20041202	18		16	20040718	22
24	18	20041203	18		16	20040719	22
25	18	20041205	18		16	20040722	22
26	18	20041209	18		16	20040725	22
27	18	20041210	18		16	20040726	22
28	18	20041212	18		16	20040729	22
29	15	20041219	18		16	20040801	22
30	18	20041220	18		16	20040802	22
31	18	20041227	18		16	20040805	22
32	15	20040919	17		16	20040808	22
33	15	20041031	17		16	20040809	22
34	18	20041105	17		16	20040812	22
35	18	20041107	17		16	20040815	22
36	18	20041112	17		16	20040816	22
37	18	20041114	17		16	20040819	22
38	18	20041119	17		16	20040822	22
39	15	20041121	17		16	20040823	22
40	18	20041121	17		16	20040826	22

CARACAS INTERNATIONAL AIRPORT (CCS), VENEZUELA

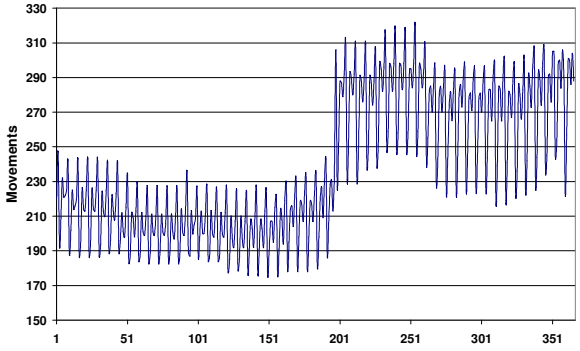
YEARLY MOVEMENTS, 1994-2004



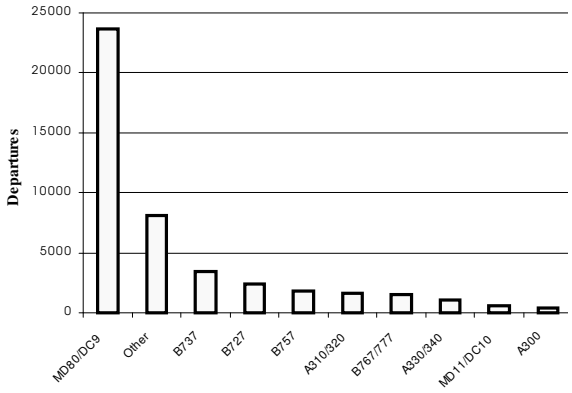
Monthly Traffic, 2004



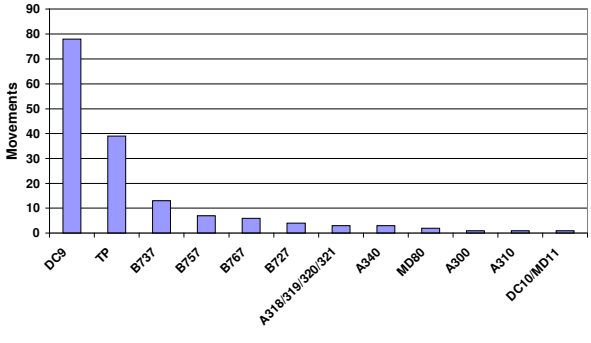
Daily Movements, 2004



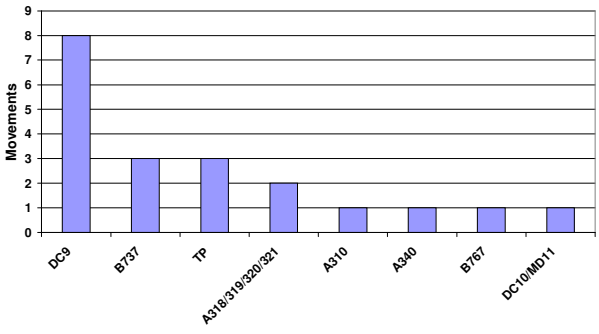
DEPARTURES BY TYPE, 2004



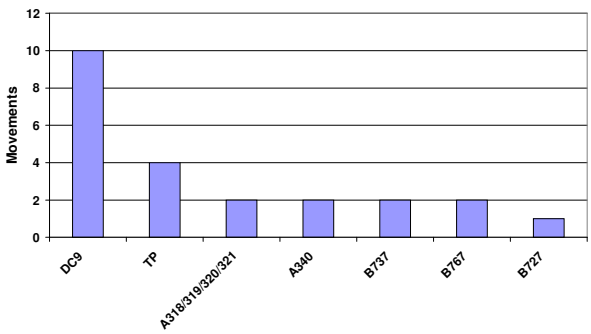
Busy Day by A/c Type
Arrivals: 10 September 2004



Busy Hour by A/c Type
Arrivals:18 July 2004, 1500hr



Busy Hour by A/c Type
Departures: 20 July 2004, 1600hr



MONTERREY AIRPORT (MTY), MEXICO

MOVEMENT SUMMARY, 2004

Total Annual Traffic	84879
Peak-day traffic	268
Peak-hour traffic	
- Arrivals: 3 Apr. 2004, 1000hr	13
- Departures: 9 Jul. 2004, 2000hr	15
Average Daily	232
Minimum	175

BUSIEST 15 DAYS, 2004
(Arrivals + Departures)

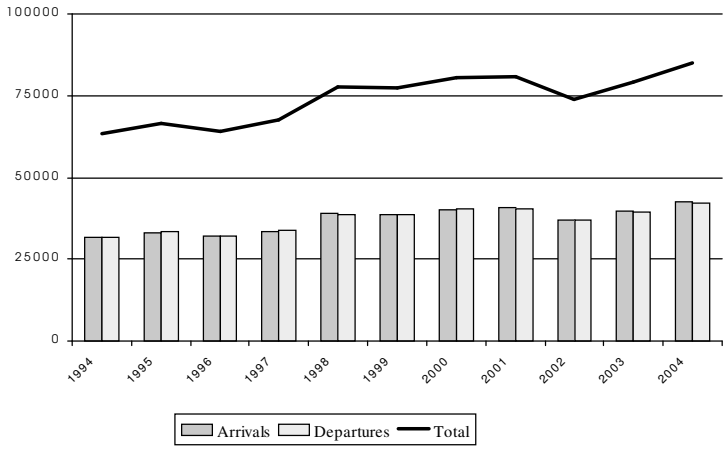
Days	Month	Traffic
20040402	Apr	**268**
20040412	Apr	**267**
20040423	Apr	**267**
20040430	Apr	**267**
20040414	Apr	**265**
20040416	Apr	**265**
20040422	Apr	**265**
20040429	Apr	**265**
20040401	Apr	**262**
20040415	Apr	**262**
20040421	Apr	**262**
20040428	Apr	**262**
20040507	May	**262**
20040426	Apr	**260**
20040514	May	**260**

FIRST 40 PEAK-HOURS, 2004

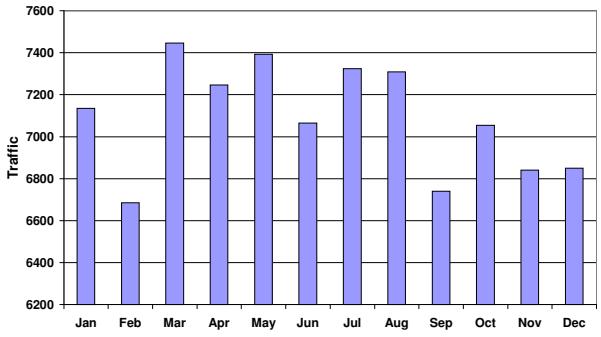
	ARRIVALS				DEPARTURES		
Rank	Hour	Day	Movements		Hour	Day	Movements
1	10	20040403	13		20	20040709	15
2	10	20040504	13		20	20040716	15
3	10	20040505	13		20	20040723	15
4	10	20040506	13		20	20040730	15
5	10	20040511	13		20	20040806	15
6	10	20040512	13		20	20040813	15
7	10	20040513	13		20	20040820	15
8	10	20040518	13		11	20041030	15
9	10	20040519	13		11	20040610	14
10	10	20040520	13		20	20040611	14
11	10	20040525	13		11	20040617	14
12	10	20040526	13		11	20040624	14
13	10	20040527	13		7	20040702	14
14	19	20040610	13		20	20040702	14
15	19	20040611	13		7	20040705	14
16	19	20041118	13		20	20040705	14
17	19	20041125	13		20	20040706	14
18	19	20041202	13		20	20040707	14
19	19	20041209	13		7	20040708	14
20	20	20040108	12		7	20040709	14
21	10	20040117	12		7	20040712	14
22	20	20040122	12		20	20040712	14
23	20	20040129	12		20	20040713	14
24	18	20040201	12		20	20040714	14
25	19	20040211	12		7	20040715	14
26	19	20040218	12		7	20040716	14
27	19	20040225	12		7	20040719	14
28	18	20040229	12		20	20040719	14
29	19	20040303	12		20	20040720	14
30	18	20040307	12		20	20040721	14
31	19	20040310	12		7	20040722	14
32	19	20040311	12		7	20040723	14
33	18	20040314	12		7	20040726	14
34	19	20040317	12		20	20040726	14
35	19	20040318	12		20	20040727	14
36	18	20040321	12		20	20040728	14
37	19	20040324	12		7	20040729	14
38	19	20040325	12		7	20040730	14
39	18	20040328	12		20	20040802	14
40	19	20040331	12		20	20040803	14

MONTERREY AIRPORT (MTY), MEXICO

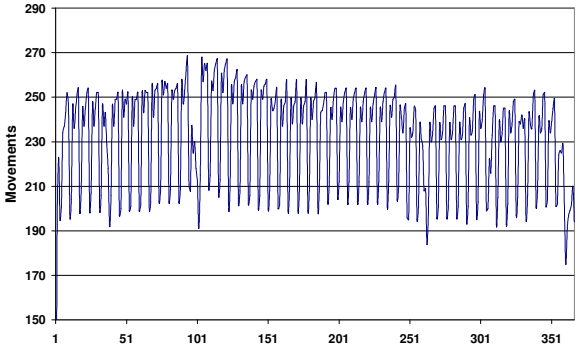
YEARLY MOVEMENTS, 1994-2004



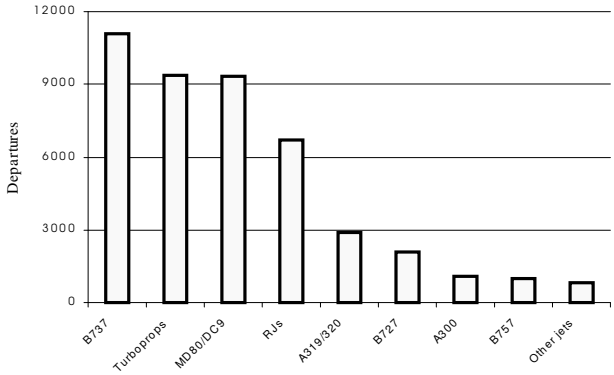
Monthly Traffic, 2004



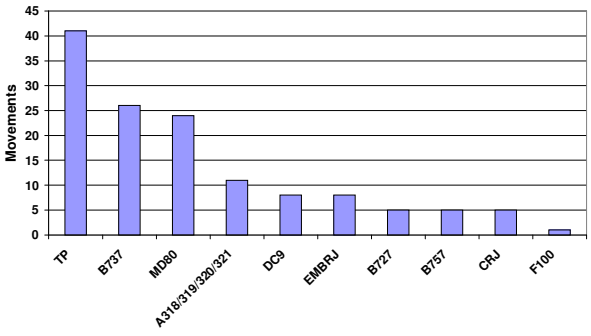
Daily Movements, 2004



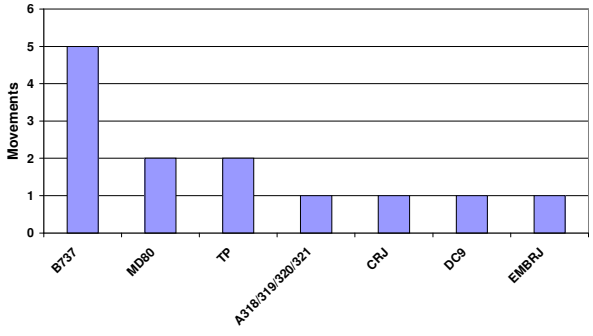
DEPARTURES BY TYPE, 2004



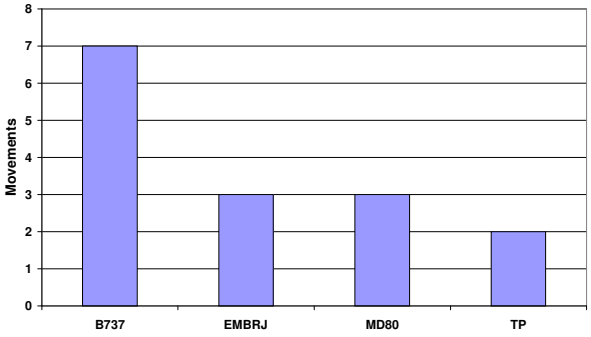
Busy Day by A/c Type
Arrivas: 2 April 2004



Busy Hour by A/c Type
Arrivals: 3 April 2004, 1000hr



Busy Hour by A/c Type
Departures: 9 July 2004, 2000hr



NASSAU INTERNATIONAL AIRPORT (NAS), BAHAMAS

MOVEMENT SUMMARY, 2004

Total Annual Traffic	76864
Peak-day traffic	252
Peak-hour traffic	
- Arrivals: 14 Jun. 2004, 0800hr	15
- Departures: 17 Jul. 2004, 1200hr	15
Average Daily	211
Minimum	172

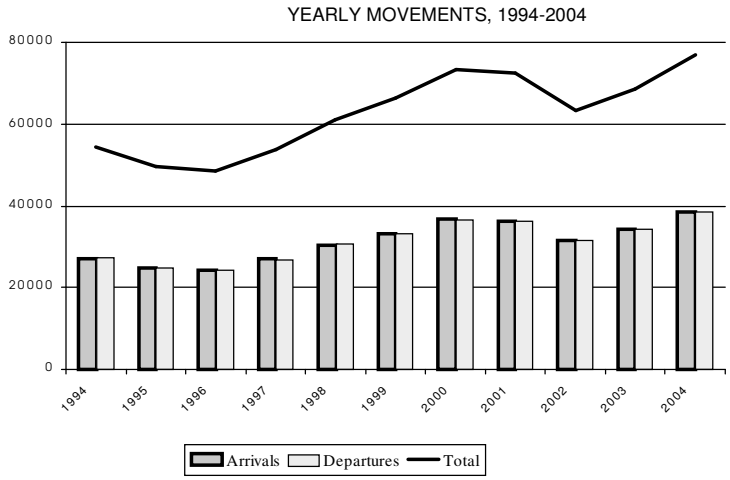
BUSIEST 15 DAYS, 2004 (Arrivals + Departures)

Days	Month	Traffic
20040711	Jul	**252**
20040704	Jul	**248**
20040703	Jul	**245**
20040710	Jul	**245**
20040425	Apr	**244**
20040410	Apr	**241**
20040403	Apr	**239**
20040417	Apr	**239**
20040604	Jun	**239**
20041128	Nov	**239**
20041205	Dec	**238**
20041219	Dec	**238**
20041226	Dec	**238**
20040424	Apr	**237**
20040515	May	**237**

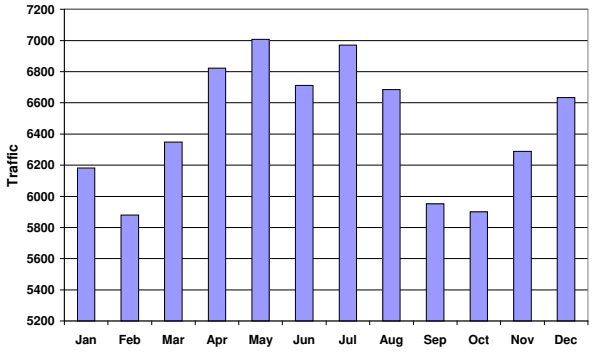
FIRST 40 PEAK-HOURS, 2004

	ARRIVALS				DEPARTURES		
Rank	Hour	Day	Movements		Hour	Day	Movements
1	8	20040614	15		12	20040717	15
2	11	20040515	14		12	20040724	15
3	8	20040607	14		12	20040731	15
4	8	20040621	14		15	20041128	15
5	8	20040628	14		15	20041218	15
6	8	20040705	14		15	20041219	15
7	8	20040712	14		15	20041226	15
8	11	20040103	13		12	20040607	14
9	14	20040104	13		12	20040611	14
10	17	20040104	13		12	20040612	14
11	17	20040111	13		12	20040614	14
12	17	20040118	13		12	20040619	14
13	17	20040125	13		12	20040626	14
14	17	20040307	13		12	20040703	14
15	17	20040314	13		16	20040704	14
16	17	20040321	13		12	20040710	14
17	17	20040328	13		16	20040711	14
18	16	20040403	13		12	20040716	14
19	11	20040501	13		12	20040719	14
20	11	20040508	13		12	20040722	14
21	11	20040522	13		12	20040723	14
22	11	20040529	13		12	20040726	14
23	11	20040531	13		12	20040729	14
24	14	20040606	13		12	20040730	14
25	8	20040610	13		12	20040807	14
26	8	20040611	13		12	20040814	14
27	11	20040612	13		12	20040821	14
28	14	20040613	13		12	20040828	14
29	11	20040614	13		15	20041121	14
30	8	20040616	13		15	20041126	14
31	8	20040617	13		15	20041205	14
32	11	20040619	13		15	20041212	14
33	14	20040620	13		15	20041225	14
34	8	20040623	13		15	20040423	13
35	8	20040624	13		15	20040425	13
36	11	20040626	13		16	20040502	13
37	14	20040627	13		16	20040509	13
38	8	20040630	13		16	20040516	13
39	8	20040701	13		16	20040523	13
40	11	20040703	13		16	20040530	13

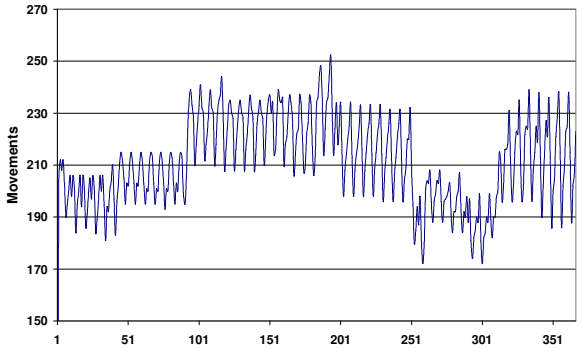
NASSAU INTERNATIONAL AIRPORT (NAS) , BAHAMAS



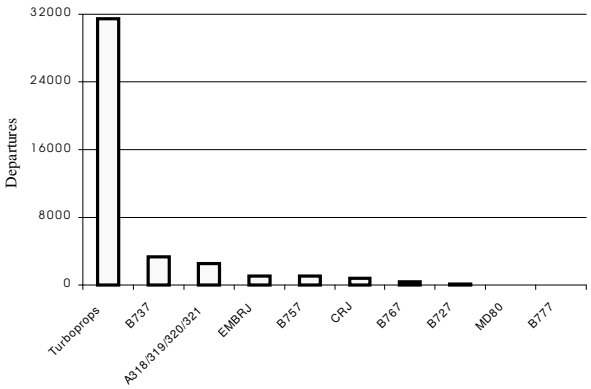
Monthly Traffic, 2004



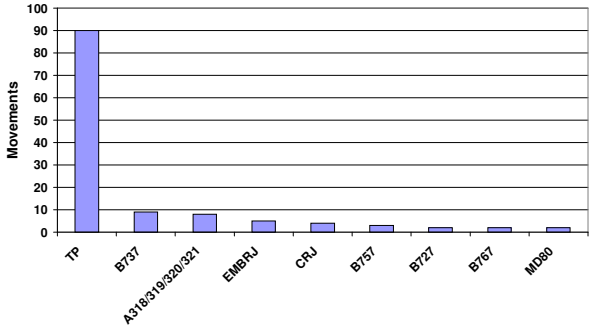
Daily Movements, 2004



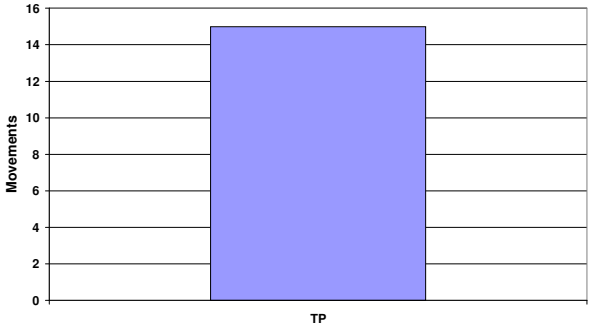
DEPARTURES BY TYPE, 2004



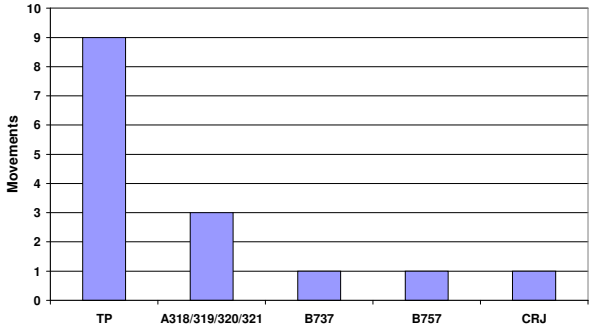
Busy Day by A/c Type
Arrivals: 11 July 2004



Busy Hour by A/c Type
Arrivals: 14 June 2004, 0800hr



Busy Hour by A/c Type
Departures: 17 July 2004, 1200hr



BUENOS AIRES (NEWBERRY) AIRPORT (AEP), ARGENTINA

MOVEMENT SUMMARY, 2004

Total Annual Traffic	72177
Peak-day traffic	258
Peak-hour traffic	
- Arrivals: 13 Aug. 2004, 2100hr	15
- Departures: 12 Apr. 2004, 0600hr	17
Average Daily	197
Minimum	89

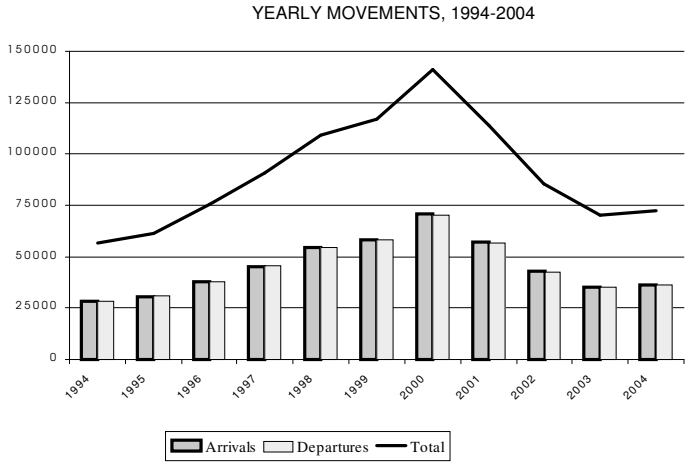
BUSIEST 15 DAYS, 2004
(Arrivals + Departures)

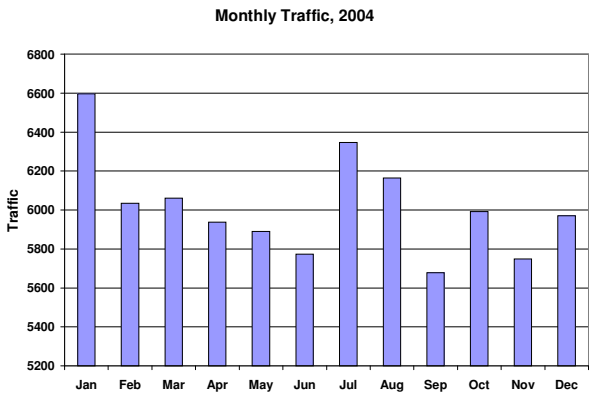
Days	Month	Traffic
20040109	Jan	258
20040116	Jan	254
20040123	Jan	254
20040130	Jan	254
20040206	Feb	250
20040213	Feb	250
20040220	Feb	248
20040227	Feb	248
20041008	Oct	247
20040102	Jan	246
20040108	Jan	242
20040402	Apr	241
20040813	Aug	241
20040115	Jan	240
20040305	Mar	239

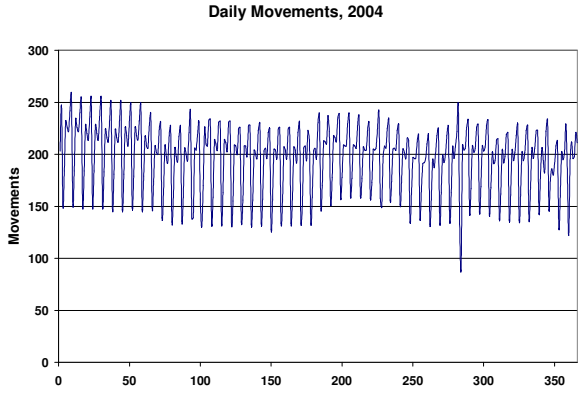
FIRST 40 PEAK-HOURS, 2004

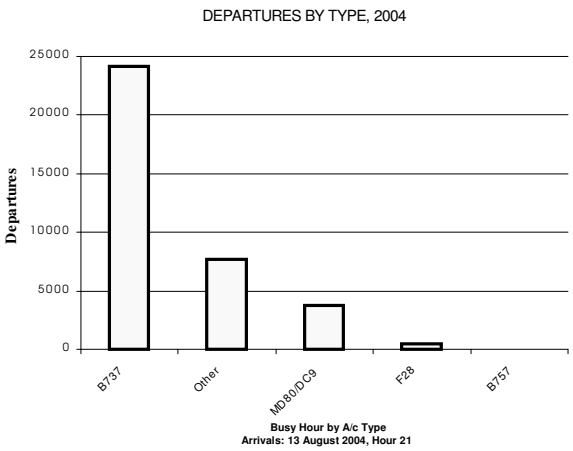
	ARRIVALS				DEPARTURES		
Rank	Hour	Day	Movements		Hour	Day	Movements
1	21	20040813	15		6	20040412	17
2	10	20040105	14		6	20040318	16
3	10	20040108	14		6	20040322	16
4	10	20040112	14		6	20040325	16
5	10	20040115	14		6	20040329	16
6	10	20040119	14		6	20040401	16
7	10	20040126	14		6	20040408	16
8	10	20040412	14		6	20040415	16
9	11	20040518	14		6	20040419	16
10	11	20040525	14		6	20040422	16
11	11	20040622	14		6	20040429	16
12	11	20040701	14		6	20040506	16
13	11	20040708	14		6	20040513	16
14	21	20040708	14		6	20040105	15
15	22	20040711	14		6	20040112	15
16	11	20040715	14		6	20040119	15
17	22	20040718	14		6	20040126	15
18	21	20040723	14		6	20040202	15
19	22	20040725	14		6	20040209	15
20	21	20040730	14		6	20040216	15
21	21	20040806	14		6	20040223	15
22	21	20040820	14		6	20040301	15
23	21	20040827	14		6	20040304	15
24	21	20040924	14		6	20040308	15
25	21	20041001	14		6	20040311	15
26	21	20041008	14		6	20040315	15
27	16	20041011	14		6	20040331	15
28	21	20041015	14		6	20040407	15
29	11	20041223	14		6	20040414	15
30	18	20040104	13		6	20040421	15
31	22	20040104	13		6	20040426	15
32	10	20040106	13		6	20040428	15
33	10	20040107	13		6	20040503	15
34	10	20040109	13		6	20040510	15
35	18	20040111	13		6	20040520	15
36	22	20040111	13		6	20040603	15
37	10	20040113	13		6	20040610	15
38	10	20040114	13		6	20040617	15
39	18	20040118	13		6	20040624	15
40	10	20040120	13		6	20040701	15

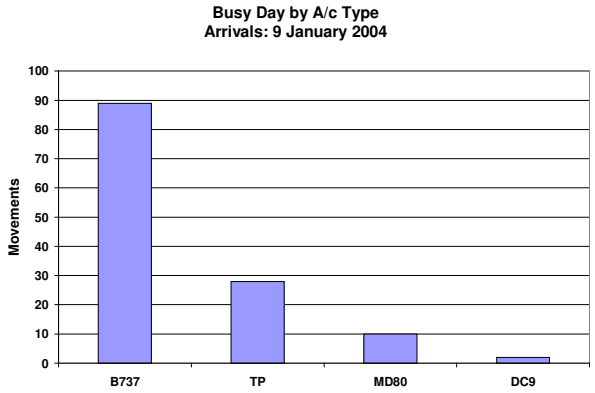
BUENOS AIRES (NEWBERRY) AIRPORT (AEP), ARGENTINA (AEP)

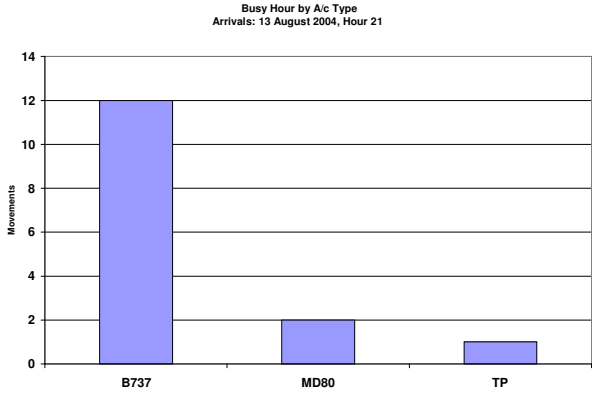


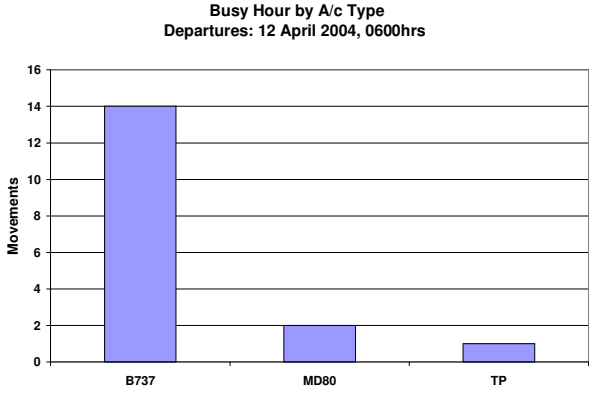












RIO DE JANEIRO (SANTOS DUMON) AIRPORT (SDU), BRAZIL

MOVEMENT SUMMARY, 2004

Total Annual Traffic	66840
Peak-day traffic	243
Peak-hour traffic	
- Arrivals: 20 Feb. 2004, 2000hr	13
- Departures: 16 Feb. 2004, 0700hr	10
Average Daily	183
Minimum	74

BUSIEST 15 DAYS, 2004 (Arrivals + Departures)

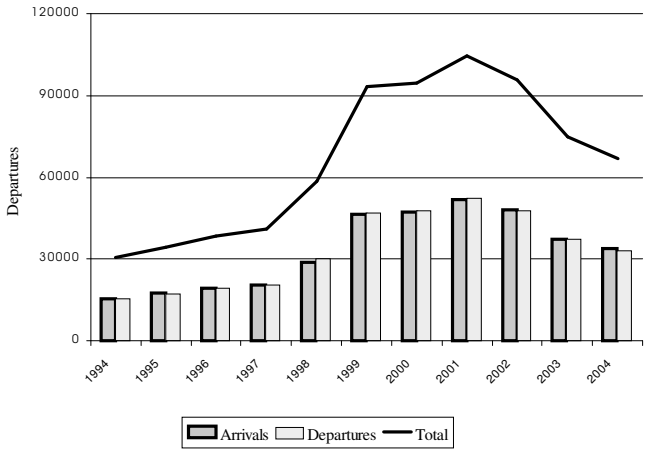
Days	Month	Traffic
20040408	Apr	**243**
20040604	Jun	**242**
20040603	Jun	**241**
20040416	Apr	**240**
20040423	Apr	**240**
20040430	Apr	**240**
20040618	Jun	**240**
20040625	Jun	**240**
20040415	Apr	**239**
20040429	Apr	**239**
20040601	Jun	**239**
20040602	Jun	**239**
20040607	Jun	**239**
20040608	Jun	**239**
20040609	Jun	**239**

FIRST 40 PEAK-HOURS, 2004

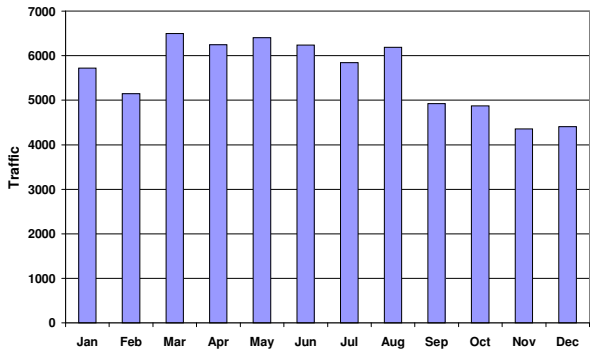
	ARRIVALS				DEPARTURES		
Rank	Hour	Day	Movements		Hour	Day	Movements
1	20	20040220	13		7	20040216	10
2	20	20040301	13		7	20040217	10
3	20	20040302	13		7	20040218	10
4	20	20040303	13		7	20040219	10
5	20	20040304	13		7	20040301	10
6	20	20040305	13		7	20040302	10
7	20	20040308	13		7	20040303	10
8	20	20040309	13		7	20040304	10
9	20	20040310	13		7	20040305	10
10	20	20040311	13		7	20040308	10
11	20	20040312	13		7	20040309	10
12	20	20040315	13		7	20040310	10
13	20	20040317	13		7	20040311	10
14	20	20040319	13		7	20040312	10
15	20	20040323	13		7	20040315	10
16	20	20040324	13		7	20040316	10
17	20	20040325	13		7	20040318	10
18	20	20040326	13		7	20040322	10
19	20	20040331	13		7	20040323	10
20	20	20040401	13		7	20040324	10
21	20	20040402	13		7	20040325	10
22	20	20040405	13		7	20040326	10
23	20	20040406	13		7	20040329	10
24	20	20040407	13		7	20040330	10
25	20	20040408	13		7	20040105	9
26	20	20040412	13		7	20040106	9
27	20	20040413	13		7	20040107	9
28	20	20040414	13		7	20040108	9
29	20	20040415	13		7	20040109	9
30	20	20040416	13		7	20040112	9
31	20	20040419	13		7	20040113	9
32	20	20040420	13		7	20040114	9
33	20	20040422	13		7	20040115	9
34	20	20040423	13		7	20040116	9
35	20	20040426	13		7	20040119	9
36	20	20040427	13		7	20040121	9
37	20	20040428	13		7	20040122	9
38	20	20040429	13		7	20040123	9
39	20	20040430	13		7	20040126	9
40	20	20040105	12		7	20040127	9

RIO DE JANEIRO (SANTOS DUMON) AIRPORT (SDU), BRAZIL

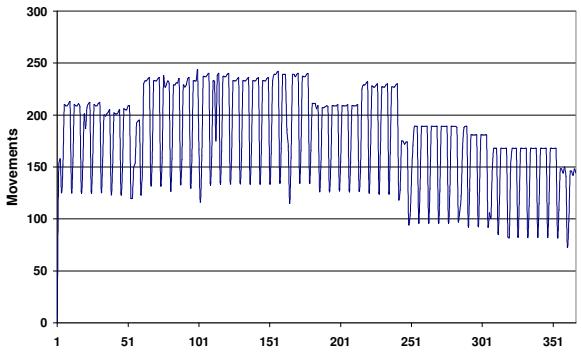
YEARLY MOVEMENTS, 1994-2004



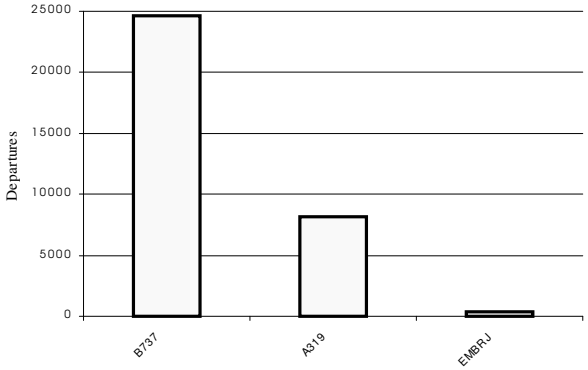
Monthly Traffic, 2004



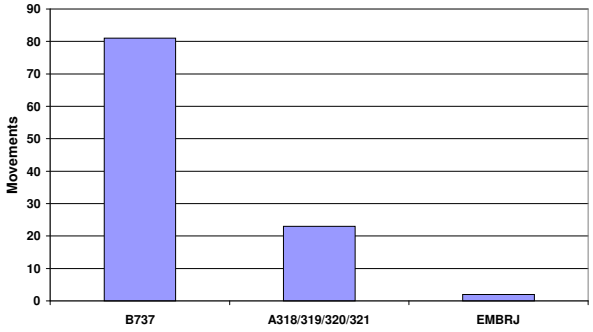
Daily Movements, 2004



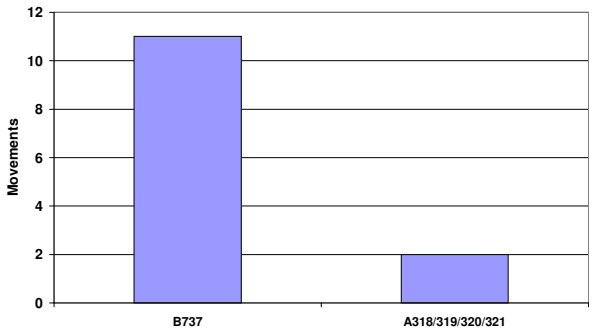
DEPARTURES BY TYPE, 2004



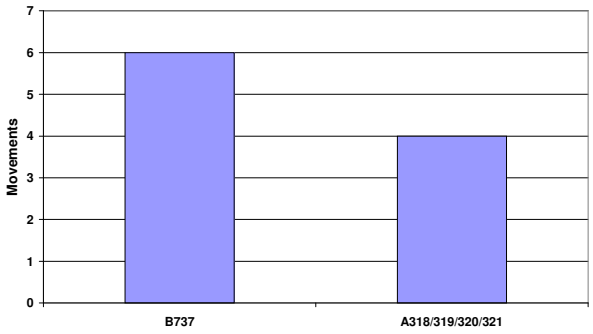
Busy Day by A/c Type
Arrivals: 8 February 2004



Busy Hour by A/c Type
Arrivals: 20 February 2004, 2000hr



Busy Hour by A/c Type
Departures: 16 February 2004, 0700hr



SANTIAGO INTERNATIONAL AIRPORT (SCL), CHILE

MOVEMENT SUMMARY, 2004

Total Annual Traffic	62988
Peak-day traffic	200
Peak-hour traffic	
- Arrivals: 7 Mar. 2004, 2000hr	17
- Departures: 5 Jul. 2004, 0700	17
Average Daily	172
Minimum	122

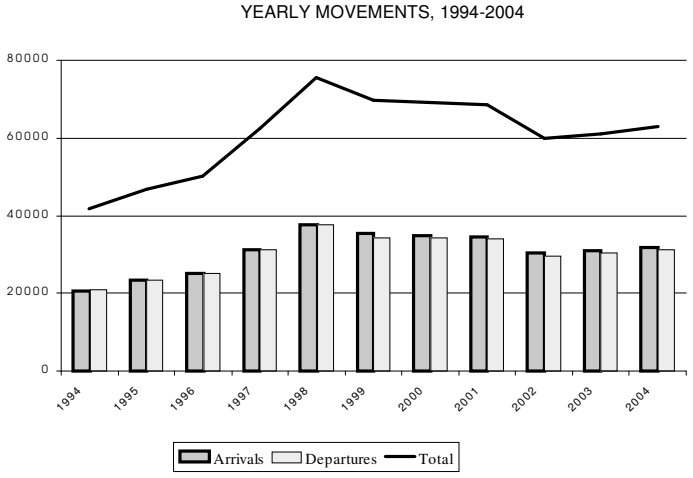
BUSIEST 15 DAYS, 2004 (Arrivals + Departures)

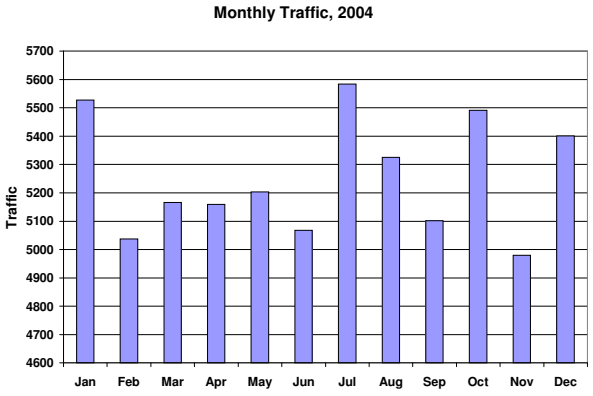
Days	Month	Traffic
20040109	Jan	**200**
20041015	Oct	**199**
20040116	Jan	**198**
20040130	Jan	**198**
20041022	Oct	**197**
20041029	Oct	**197**
20040123	Jan	**196**
20040402	Apr	**196**
20041021	Oct	**195**
20040206	Feb	**194**
20040227	Feb	**194**
20040715	Jul	**194**
20040730	Jul	**194**
20041008	Oct	**194**
20040716	Jul	**193**

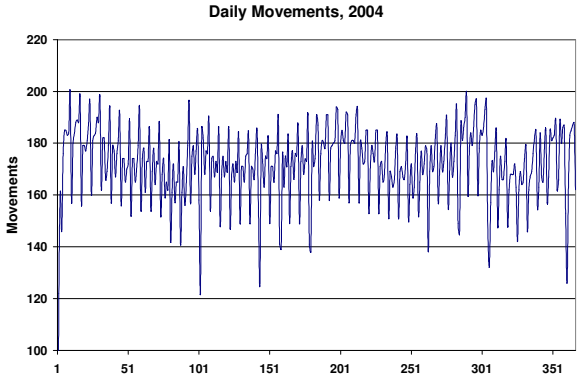
FIRST 40 PEAK-HOURS, 2004

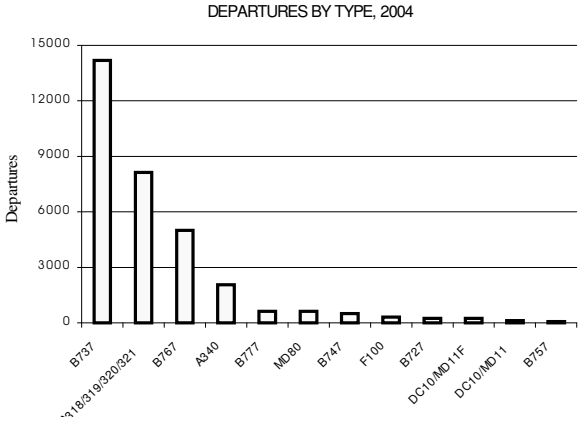
	ARRIVALS			DEPARTURES		
Rank	Hour	Day	Movements	Hour	Day	Movements
1	20	20040307	17	7	20040705	17
2	19	20040524	16	7	20040712	17
3	20	20040118	15	7	20040719	17
4	20	20040125	15	7	20040726	17
5	20	20040201	15	7	20040802	17
6	20	20040208	15	7	20040809	17
7	20	20040222	15	7	20040816	17
8	20	20040229	15	7	20040830	17
9	20	20040305	15	7	20040906	17
10	20	20040312	15	7	20040913	17
11	19	20040401	15	7	20040920	17
12	19	20040402	15	7	20040927	17
13	19	20040404	15	7	20041004	17
14	19	20040405	15	7	20040329	16
15	19	20040411	15	7	20040331	16
16	19	20040412	15	7	20040405	16
17	19	20040419	15	7	20040407	16
18	19	20040426	15	7	20040412	16
19	19	20040502	15	7	20040414	16
20	19	20040503	15	7	20040419	16
21	19	20040510	15	7	20040426	16
22	19	20040517	15	7	20040707	16
23	19	20040520	15	7	20040714	16
24	19	20040523	15	7	20040730	16
25	19	20040531	15	7	20040804	16
26	20	20040104	14	7	20040811	16
27	20	20040111	14	7	20040315	15
28	20	20040120	14	7	20040322	15
29	20	20040121	14	7	20040324	15
30	20	20040127	14	7	20040402	15
31	20	20040128	14	7	20040416	15
32	20	20040213	14	7	20040420	15
33	20	20040215	14	7	20040421	15
34	20	20040220	14	7	20040423	15
35	19	20040408	14	7	20040427	15
36	19	20040416	14	7	20040428	15
37	19	20040418	14	7	20040430	15
38	19	20040423	14	7	20040503	15
39	19	20040425	14	7	20040510	15
40	19	20040430	14	7	20040517	15

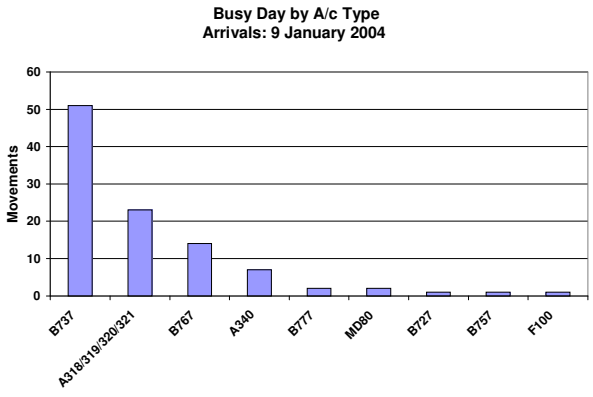
SANTIAGO INTERNATIONAL AIRPORT (SCL), CHILE

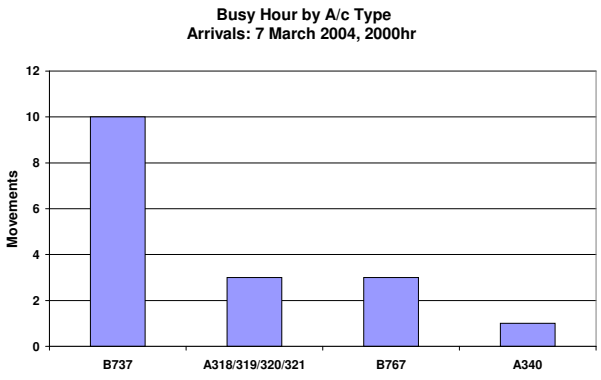


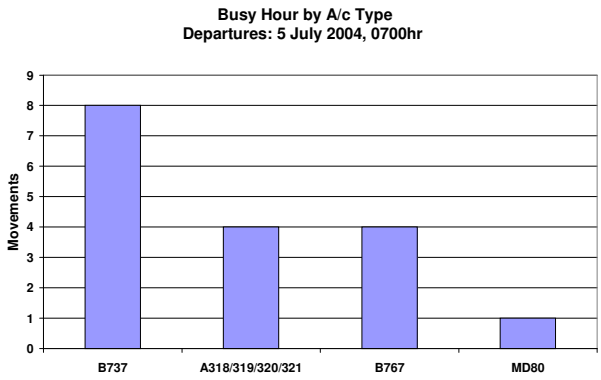












CANCUN INTERNATIONAL AIRPORT (CUN), MEXICO

MOVEMENT SUMMARY, 2004

Total annual traffic	60447
Peak-day traffic	243
Peak-hour traffic:	
-Arrivals: 18 Dec.2004, 1500hr	20
-Departures: 18 Dec. 2004, 1600hr	18
Average Daily	169
Minimum	115

BUSIEST 15 DAYS, 2004 (Arrivals + Departures)

Days	Month	Traffic
20041218	Dec	**243**
20041225	Dec	**242**
20041211	Dec	**231**
20040821	Aug	**230**
20040814	Aug	**226**
20041204	Dec	**226**
20041226	Dec	**226**
20040731	Jul	**224**
20040807	Aug	**224**
20041120	Nov	**224**
20041127	Nov	**224**
20040717	Jul	**223**
20041219	Dec	**223**
20040710	Jul	**222**
20040724	Jul	**222**

FIRST 40 PEAK-HOURS, 2004

	ARRIVALS				DEPARTURES		
Rank	Hour	Day	Movements		Hour	Day	Movements
1	15	20041218	20		16	20041218	18
2	15	20041225	19		16	20041225	18
3	13	20041218	18		13	20041219	17
4	13	20041225	18		13	20041226	17
5	15	20041204	17		16	20041106	16
6	15	20041211	17		16	20041113	16
7	13	20040807	16		16	20041120	16
8	13	20040305	15		16	20041127	16
9	13	20040312	15		16	20041204	16
10	13	20040319	15		16	20041211	16
11	13	20040326	15		13	20041218	16
12	13	20040731	15		13	20041223	16
13	13	20040814	15		13	20041225	16
14	13	20040821	15		13	20041230	16
15	13	20040828	15		14	20040110	15
16	12	20041113	15		13	20040603	15
17	12	20041120	15		13	20040701	15
18	12	20041204	15		13	20040702	15
19	12	20041211	15		13	20040704	15
20	13	20040213	14		13	20040708	15
21	13	20040220	14		13	20040709	15
22	13	20040227	14		13	20040711	15
23	13	20040301	14		13	20040715	15
24	13	20040304	14		13	20040716	15
25	13	20040308	14		13	20040718	15
26	13	20040311	14		13	20040719	15
27	13	20040315	14		13	20040722	15
28	13	20040322	14		13	20040723	15
29	13	20040325	14		13	20040725	15
30	13	20040329	14		13	20040729	15
31	13	20040401	14		13	20040730	15
32	13	20040402	14		13	20040801	15
33	13	20040403	14		13	20040805	15
34	13	20040703	14		13	20040806	15
35	13	20040710	14		13	20040808	15
36	13	20040717	14		13	20040812	15
37	13	20040724	14		13	20040813	15
38	13	20040802	14		13	20040815	15
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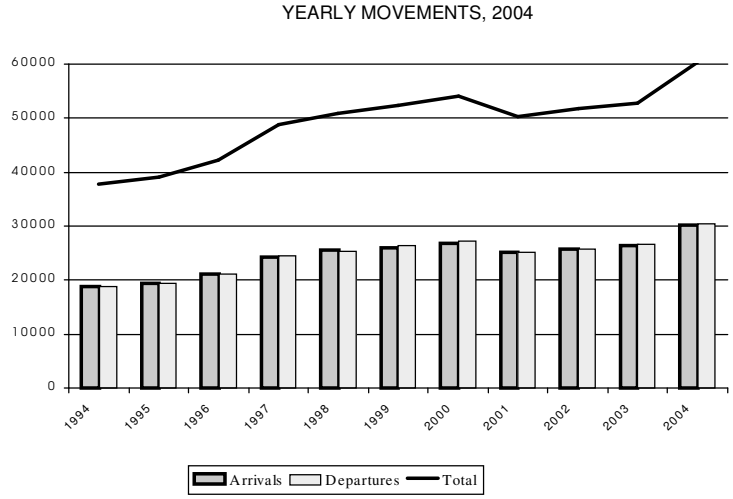
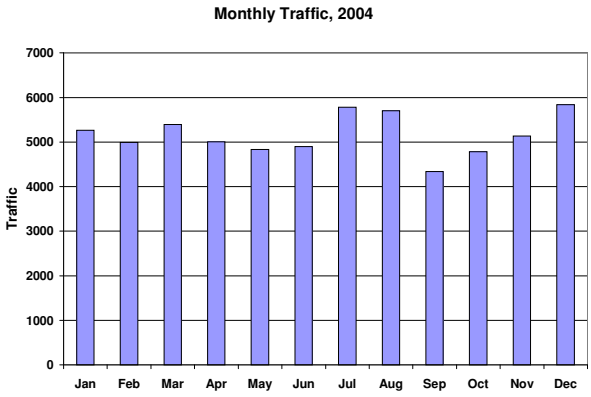
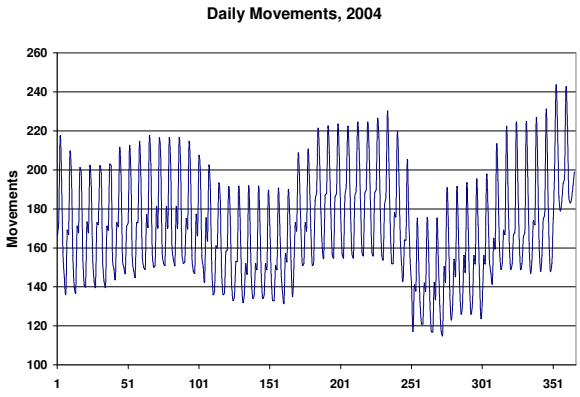
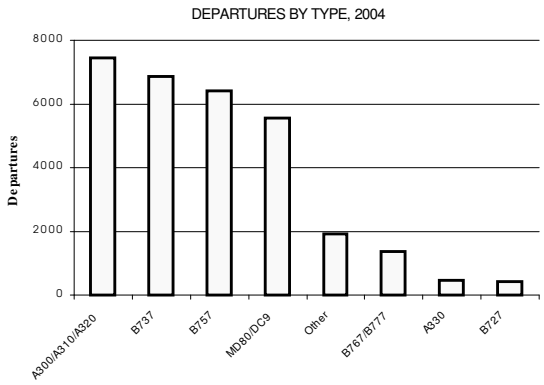
40	13	20040809	14		13	20040820	15

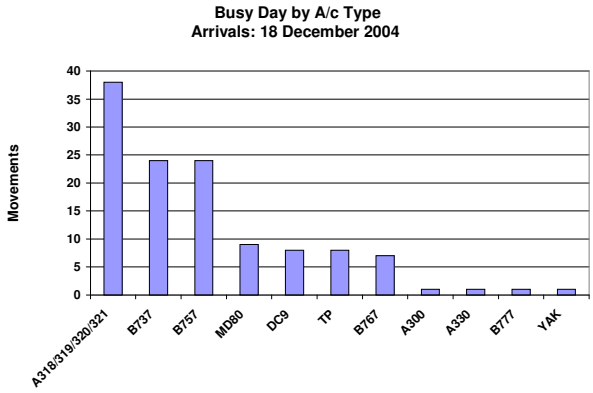
CANCUN INTERNATIONAL AIRPORT (CUN), MEXICO

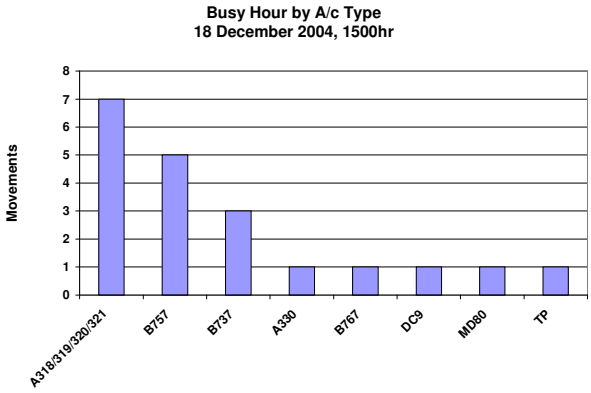


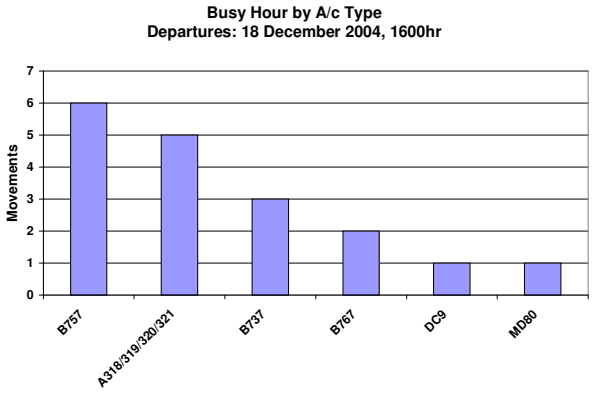












RIO DE JANEIRO (GALEAO) INTERNATIONAL AIRPORT (GIG), BRAZIL

MOVEMENT SUMMARY, 2004

Total annual traffic	60316
Peak-day traffic	243
Peak-hour traffic	
- Arrivals: 22 Oct. 2004, 2000hr	17
- Departures: 20 Sep. 2004, 1000hr	15
Average Daily	177
Minimum	143

BUSIEST 15 DAYS, 2004 (Arrivals + Departures)

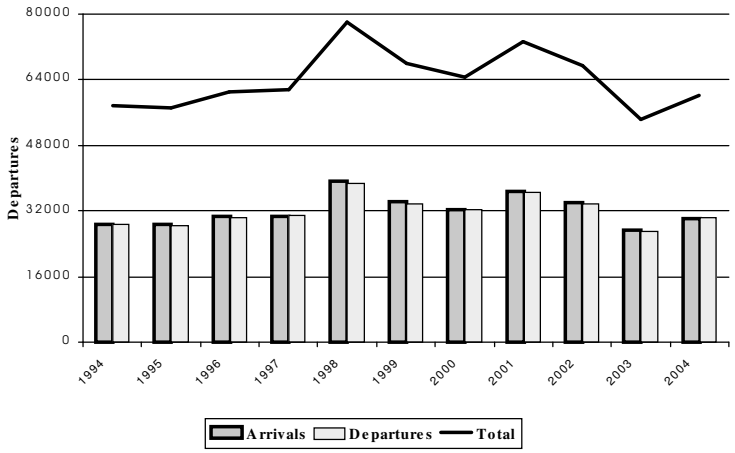
Days	Month	Traffic
20041221	Dec	**243**
20041222	Dec	**243**
20041228	Dec	**238**
20041229	Dec	**237**
20041230	Dec	**236**
20041216	Dec	**235**
20041214	Dec	**233**
20041215	Dec	**233**
20041217	Dec	**233**
20041223	Dec	**233**
20041220	Dec	**231**
20041213	Dec	**230**
20041227	Dec	**228**
20041014	Oct	**225**
20041218	Dec	**225**

FIRST 40 PEAK-HOURS, 2004

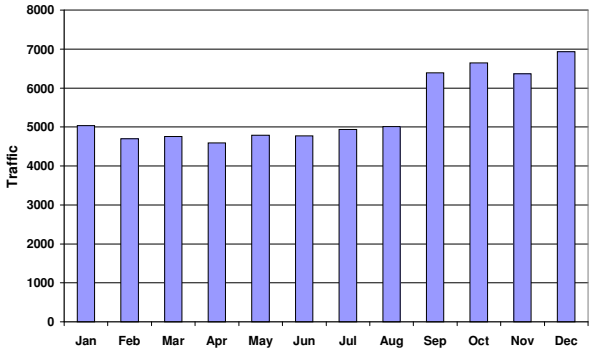
	ARRIVALS				DEPARTURES		
Rank	Hour	Day	Movements		Hour	Day	Movements
1	20	20041022	17		10	20040920	15
2	20	20041023	17		10	20040921	15
3	20	20041029	17		10	20040923	15
4	20	20041030	17		10	20040927	15
5	20	20040918	16		10	20040928	15
6	20	20040925	16		10	20040930	15
7	20	20041002	16		10	20041004	15
8	20	20041012	16		10	20041005	15
9	20	20041013	16		10	20041018	15
10	20	20041014	16		10	20040918	14
11	20	20041015	16		10	20041007	14
12	20	20041016	16		10	20041013	14
13	20	20040911	15		10	20041014	14
14	20	20040919	15		10	20041015	14
15	20	20040920	15		10	20041019	14
16	20	20040921	15		10	20041020	14
17	20	20040922	15		10	20041021	14
18	20	20040923	15		10	20041022	14
19	20	20040924	15		10	20041025	14
20	20	20040926	15		10	20041026	14
21	20	20040927	15		10	20041027	14
22	20	20040928	15		10	20041028	14
23	20	20040929	15		10	20041029	14
24	20	20040930	15		20	20041221	14
25	20	20041003	15		20	20041222	14
26	20	20041004	15		20	20041228	14
27	20	20041005	15		20	20041229	14
28	20	20041006	15		20	20041230	14
29	20	20041007	15		10	20040104	13
30	20	20041008	15		10	20040830	13
31	20	20041009	15		10	20040831	13
32	20	20041010	15		10	20040901	13
33	20	20041017	15		10	20040902	13
34	20	20041018	15		10	20040903	13
35	20	20041019	15		10	20040906	13
36	20	20041020	15		10	20040907	13
37	20	20041021	15		10	20040908	13
38	20	20041024	15		10	20040909	13
39	20	20041025	15		10	20040910	13
40	20	20041026	15		10	20040913	13

RIO DE JANEIRO (GALEAO) INTERNATIONAL AIRPORT (GIG), BRAZIL

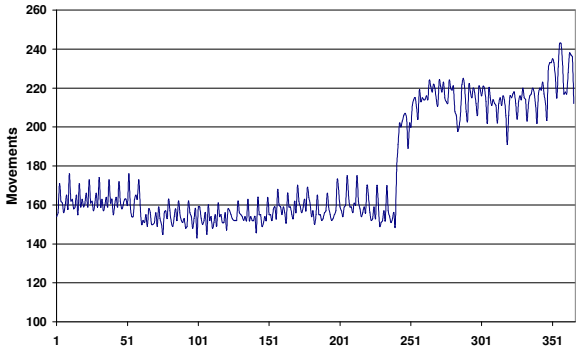
YEARLY MOVEMENTS, 1994-2004



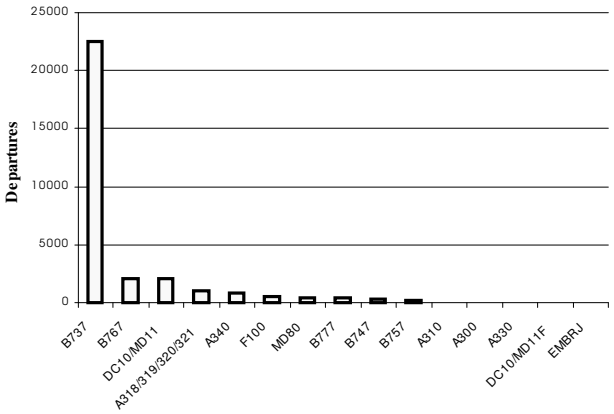
Monthly Traffic, 2004



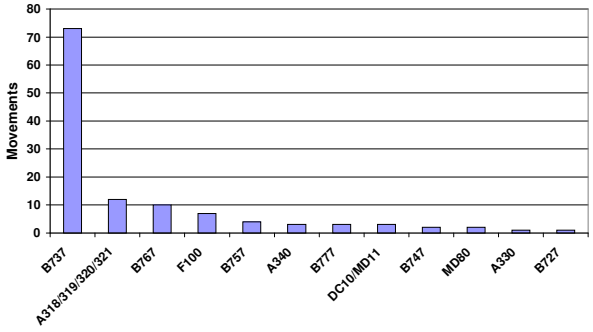
Daily Movements, 2004



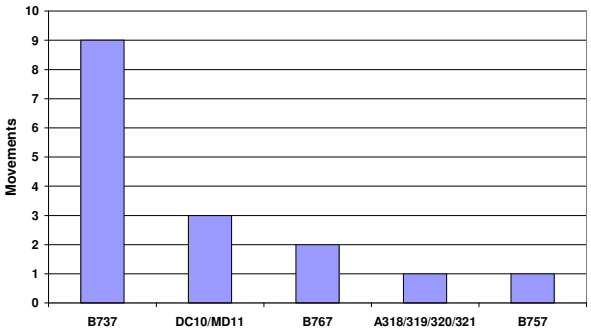
DEPARTURES BY TYPE, 2004



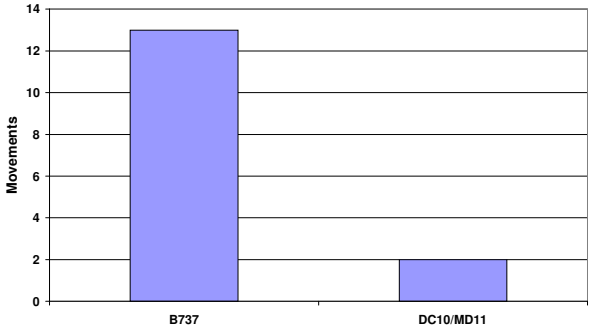
Busy Day by A/c Type
Arrivals: 21 December 2004



Busy Hour by A/c Type
Arrivals: 22 October 2004, 2000hr



Busy Hour by A/c Type
Departures: 20 September 2004, 1000hr



ST. MAARTEN INTERNATIONAL AIRPORT (SXM), NETHERLANDS ANTILLES

MOVEMENT SUMMARY, 2004

Total Annual Traffic	58430
Peak-day traffic	215
Peak-hour traffic	
- Arrivals: 24 Jan. 2004, 1500hr	15
- Departures: 1 Apr. 2004, 1600hr	15
Average Daily	162
Minimum	92

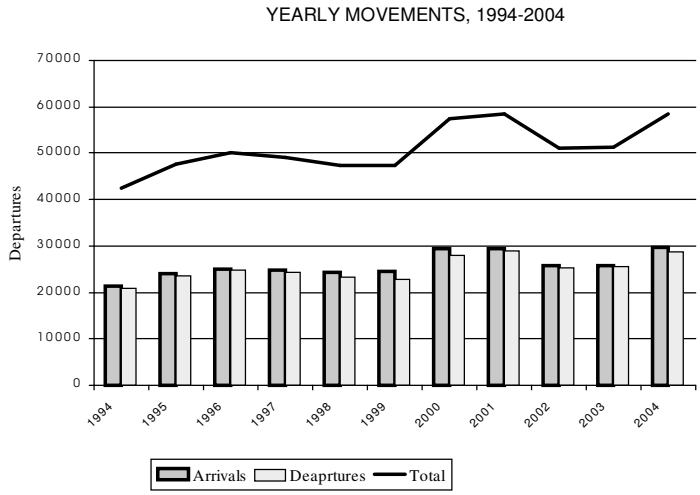
BUSIEST 15 DAYS, 2004 (Arrivals + Departures)

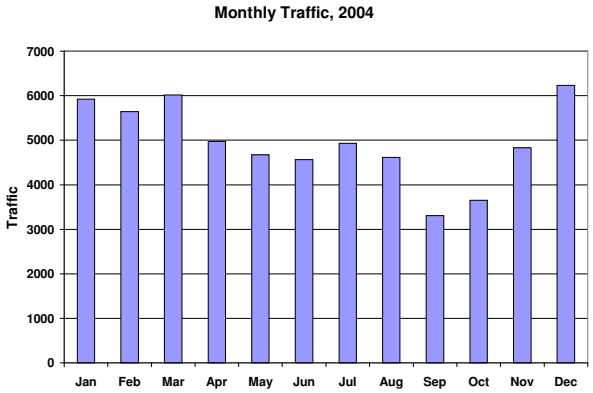
Days	Month	Traffic
20040103	Jan	**215**
20041218	Dec	**214**
20041223	Dec	**214**
20041216	Dec	**212**
20041225	Dec	**212**
20041230	Dec	**212**
20040221	Feb	**211**
20040228	Feb	**211**
20040306	Mar	**211**
20040327	Mar	**210**
20040313	Mar	**209**
20040320	Mar	**209**
20041222	Dec	**208**
20041229	Dec	**208**
20040102	Jan	**206**

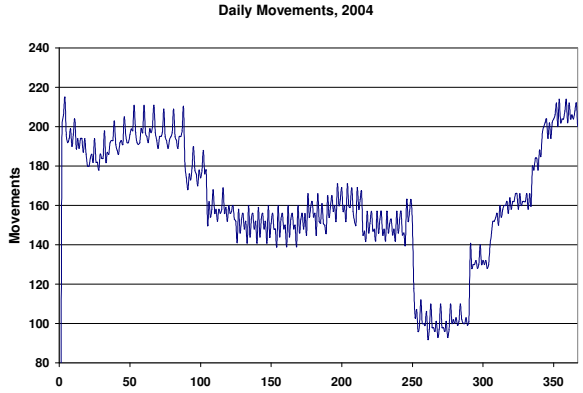
FIRST 40 PEAK-HOURS, 2004

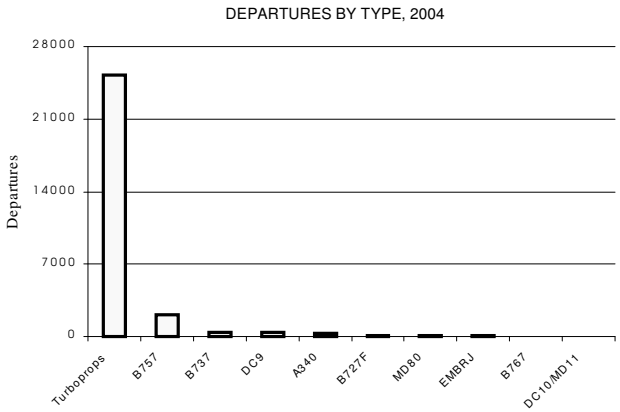
	ARRIVALS				DEPARTURES		
Rank	Hour	Day	Movements		Hour	Day	Movements
1	15	20040124	15		16	20040410	15
2	15	20040131	15		16	20040103	13
3	15	20040207	15		15	20040104	13
4	15	20040214	15		15	20040111	13
5	15	20040221	15		12	20040112	13
6	15	20040228	15		15	20040208	13
7	15	20040306	15		15	20040215	13
8	15	20040313	15		15	20040222	13
9	15	20040320	15		15	20040229	13
10	15	20040327	15		15	20040307	13
11	15	20041218	15		15	20040314	13
12	15	20041225	15		15	20040321	13
13	15	20040113	14		16	20040407	13
14	15	20040115	14		14	20040415	13
15	14	20040118	14		14	20040422	13
16	14	20040125	14		14	20040429	13
17	15	20040128	14		15	20041114	13
18	14	20040201	14		15	20041121	13
19	15	20040203	14		15	20041205	13
20	15	20040204	14		15	20041218	13
21	15	20040205	14		15	20041225	13
22	14	20040208	14		15	20040101	12
23	15	20040210	14		12	20040102	12
24	15	20040211	14		15	20040102	12
25	15	20040212	14		15	20040103	12
26	14	20040215	14		12	20040105	12
27	15	20040217	14		15	20040105	12
28	15	20040218	14		15	20040106	12
29	15	20040219	14		15	20040107	12
30	14	20040222	14		15	20040108	12
31	15	20040224	14		15	20040109	12
32	15	20040226	14		15	20040110	12
33	14	20040229	14		15	20040112	12
34	15	20040302	14		15	20040113	12
35	15	20040303	14		12	20040114	12
36	15	20040304	14		15	20040114	12
37	14	20040307	14		15	20040115	12
38	15	20040309	14		15	20040118	12
39	15	20040310	14		15	20040125	12
40	15	20040311	14		15	20040201	12

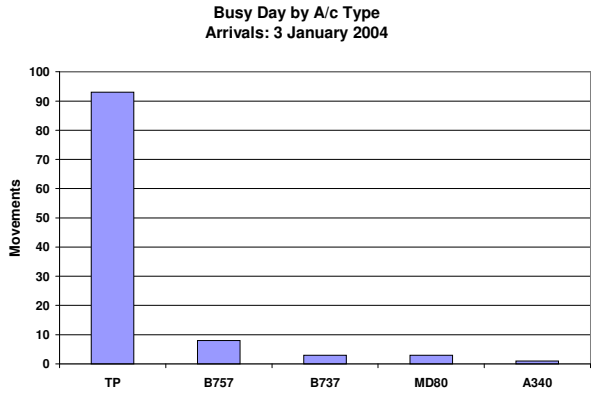
ST. MAARTEN INTERNATIONAL AIRPORT (SXM), NETHERLANDS ANTILLES

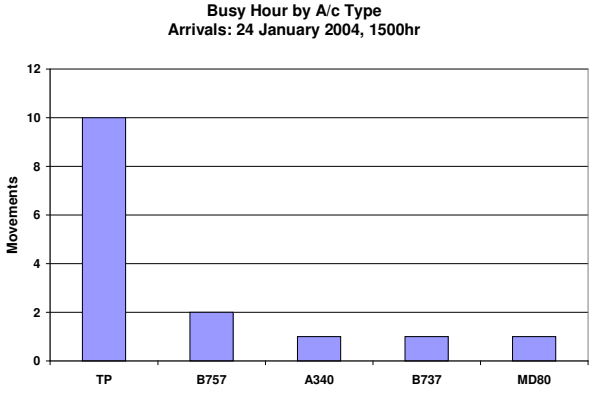


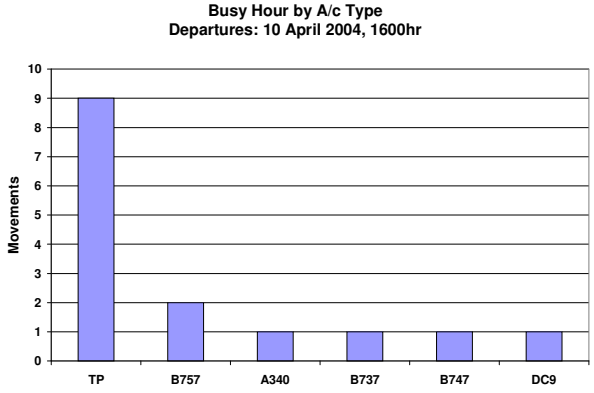












LIMA INTERNATIONAL AIRPORT (LIM), PERU

MOVEMENT SUMMARY, 2004

Total Annual Traffic	54782
Peak-day traffic	170
Peak-hour traffic	
- Arrivals: 5 Jan. 2004, 0800hr	11
- Departures: 16 Dec. 2004, 0800hr	15
Average Daily	150
Minimum	79

BUSIEST 15 DAYS, 2004 (Arrivals + Departures)

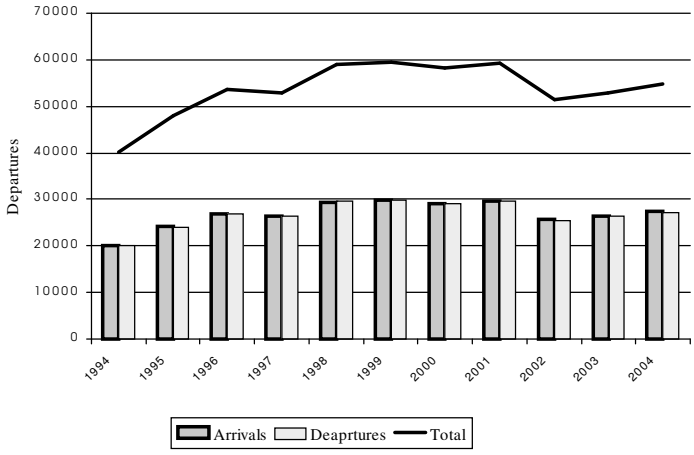
Days	Month	Traffic
20041220	Dec	**170**
20041217	Dec	**169**
20041219	Dec	**169**
20040104	Jan	**168**
20040111	Jan	**168**
20041210	Dec	**168**
20041213	Dec	**168**
20041227	Dec	**168**
20040411	Apr	**167**
20041212	Dec	**167**
20040208	Feb	**166**
20040215	Feb	**166**
20041206	Dec	**166**
20040402	Apr	**165**
20041211	Dec	**165**

FIRST 40 PEAK-HOURS, 2004

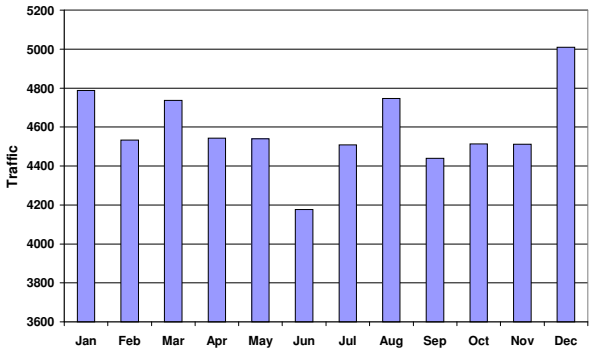
	ARRIVALS				DEPARTURES		
Rank	Hour	Day	Movements		Hour	Day	Movements
1	9	20040105	11		6	20041216	15
2	9	20040216	11		6	20041219	15
3	9	20040223	11		6	20040406	14
4	9	20040716	11		6	20040408	14
5	9	20040104	10		6	20040409	14
6	9	20040108	10		6	20041209	14
7	9	20040112	10		6	20041212	14
8	9	20040115	10		6	20041217	14
9	9	20040116	10		6	20041218	14
10	9	20040202	10		6	20041223	14
11	23	20040204	10		6	20041226	14
12	23	20040206	10		6	20040104	13
13	23	20040208	10		6	20040106	13
14	9	20040209	10		6	20040111	13
15	23	20040209	10		6	20040113	13
16	23	20040211	10		6	20040118	13
17	23	20040213	10		6	20040120	13
18	23	20040215	10		6	20040125	13
19	23	20040216	10		6	20040127	13
20	23	20040218	10		6	20040203	13
21	23	20040220	10		6	20040208	13
22	23	20040222	10		6	20040215	13
23	23	20040223	10		6	20040217	13
24	23	20040225	10		6	20040222	13
25	23	20040227	10		6	20040224	13
26	23	20040229	10		6	20040229	13
27	9	20040301	10		6	20040302	13
28	23	20040301	10		6	20040307	13
29	23	20040303	10		6	20040309	13
30	23	20040305	10		6	20040311	13
31	23	20040307	10		6	20040314	13
32	9	20040308	10		6	20040316	13
33	23	20040308	10		6	20040323	13
34	23	20040310	10		6	20040328	13
35	23	20040312	10		6	20040330	13
36	9	20040315	10		6	20040402	13
37	9	20040322	10		6	20040404	13
38	9	20040329	10		6	20040405	13
39	9	20040719	10		6	20040410	13
40	9	20040721	10		6	20040411	13

LIMA INTERNATIONAL AIRPORT (LIM), PERU

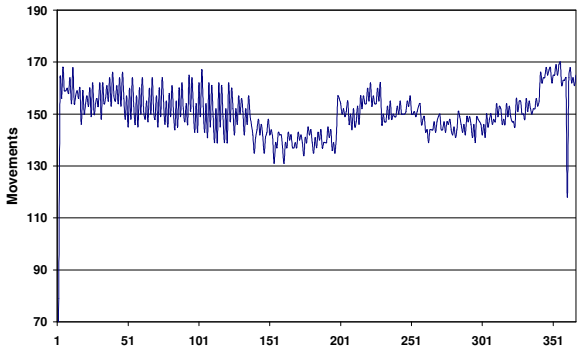
YEARLY MOVEMENTS, 1994-2004



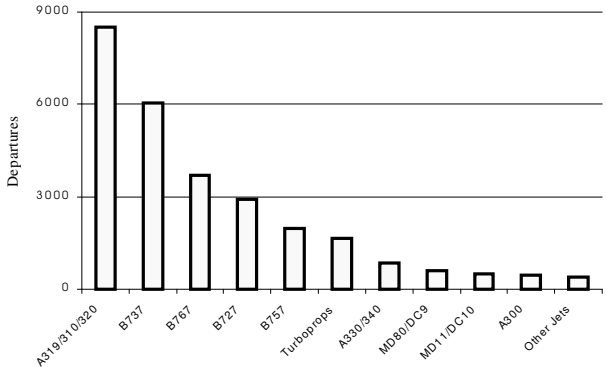
Monthly Traffic, 2004



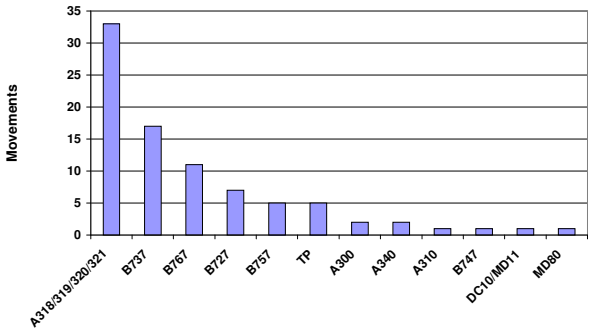
Daily Movements, 2004



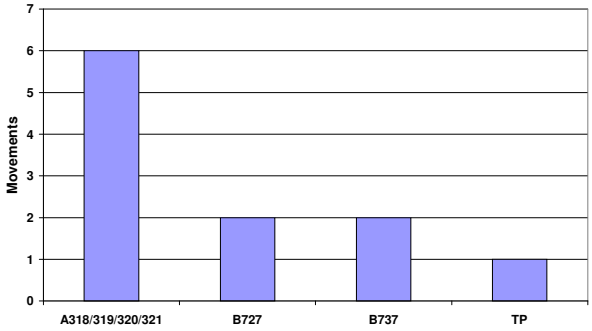
DEPARTURES BY TYPE, 2004



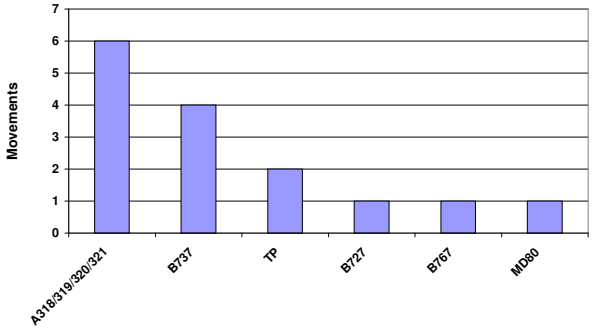
Busy Day by A/c Type
Arrivals: 17 December 2004



Busy Hour by A/c Type
Arrivals: 5 January 2004, 0900hr



Busy Hour by A/c Type
Departures: 16 December 0600hr



BELIZE INTERNATIONAL AIRPORT (BZE), BELIZE

MOVEMENT SUMMARY, 2004

Total annual traffic	52811
Peak-day traffic	159
Peak-hour traffic:	
- Arrivals: 1 Jan. 2004, 1600hr	11
- Departure: 3 Jan. 2004, 1400hr	11
Average Daily	155
Minimum	150

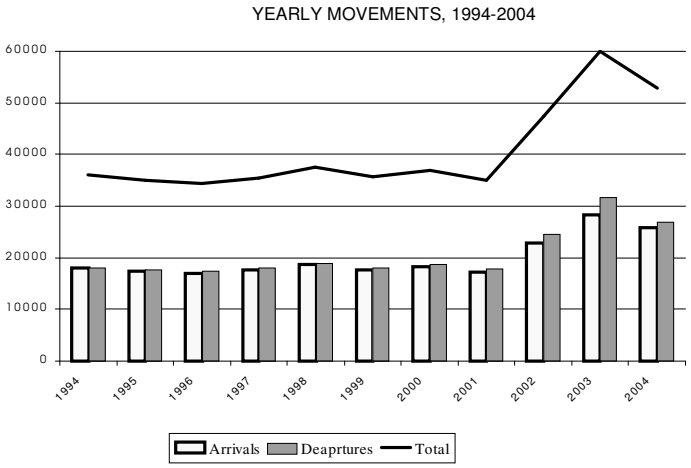
BUSIEST 15 DAYS, 2004
(Arrivals + Departures)

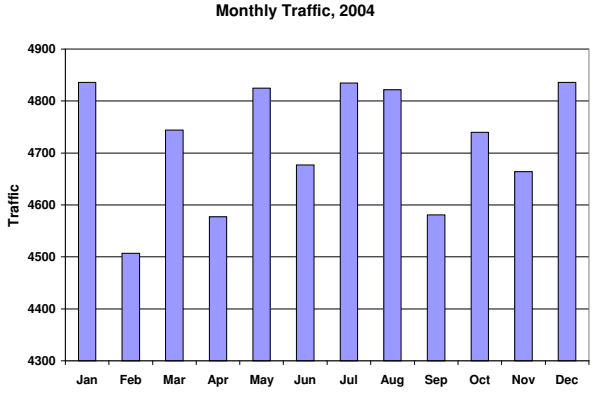
Days	Month	Traffic
20040105	Jan	**159**
20040112	Jan	**159**
20040103	Jan	**158**
20040110	Jan	**158**
20040119	Jan	**158**
20040126	Jan	**158**
20040202	Feb	**158**
20040209	Feb	**158**
20040216	Feb	**158**
20040223	Feb	**158**
20041220	Dec	**158**
20041227	Dec	**158**
20040102	Jan	**157**
20040107	Jan	**157**
20040109	Jan	**157**

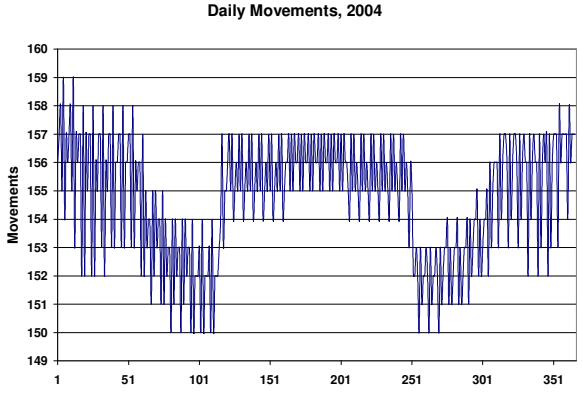
FIRST 40 PEAK-HOURS

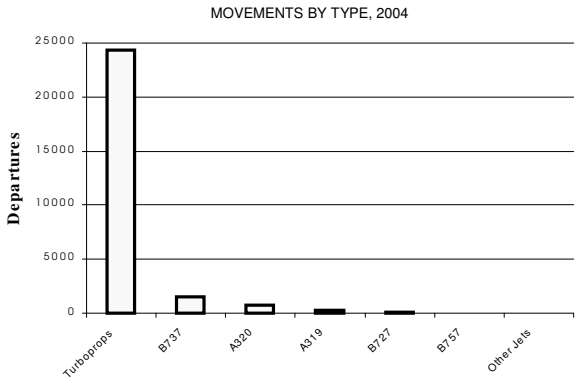
	ARRIVALS				DEPARTURES		
Rank	Hour	Day	Movements		Hour	Day	Movements
1	16	20040101	11		14	20040103	11
2	16	20040102	11		14	20040110	11
3	16	20040104	11		14	20040117	11
4	16	20040107	11		14	20040124	11
5	16	20040109	11		14	20040131	11
6	16	20040111	11		14	20040207	11
7	16	20040114	11		14	20041211	11
8	16	20040116	11		14	20041218	11
9	16	20040118	11		14	20041225	11
10	16	20040121	11		14	20040102	10
11	16	20040123	11		14	20040104	10
12	16	20040125	11		14	20040105	10
13	16	20040128	11		14	20040107	10
14	16	20040130	11		14	20040109	10
15	16	20040201	11		14	20040111	10
16	16	20040204	11		14	20040112	10
17	16	20040206	11		14	20040114	10
18	16	20040208	11		14	20040116	10
19	16	20040211	11		14	20040118	10
20	16	20040212	11		14	20040119	10
21	16	20040213	11		14	20040121	10
22	16	20040215	11		14	20040123	10
23	16	20040216	11		14	20040125	10
24	16	20040217	11		14	20040126	10
25	16	20040218	11		14	20040128	10
26	16	20040219	11		14	20040130	10
27	16	20040220	11		14	20040201	10
28	16	20040222	11		14	20040202	10
29	16	20040223	11		14	20040204	10
30	16	20040224	11		14	20040206	10
31	16	20040225	11		14	20040208	10
32	16	20040226	11		14	20040209	10
33	16	20040227	11		14	20040210	10
34	16	20040229	11		14	20040211	10
35	16	20040301	11		14	20040212	10
36	16	20040302	11		14	20040213	10
37	16	20040303	11		14	20040214	10
38	16	20040304	11		14	20040215	10
39	16	20040305	11		14	20040216	10
40	16	20040307	11		14	20040217	10

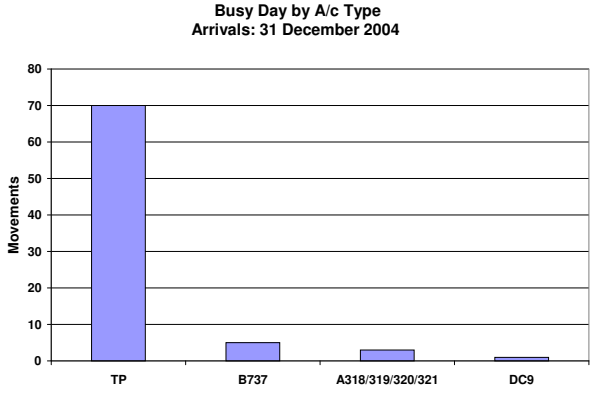
BELIZE INTERNATIONAL AIRPORT (BZE), BELIZE

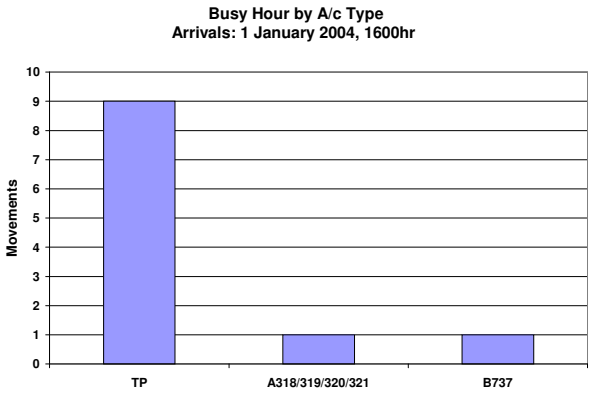


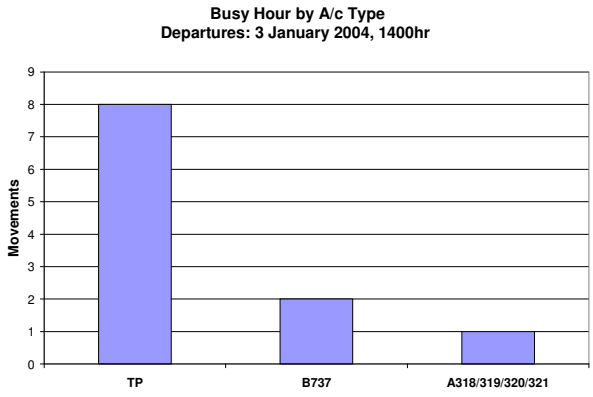












SAN JOSE INTERNATIONAL AIRPORT (SJO), COSTA RICA

MOVEMENT SUMMARY, 2004

Total Annual Traffic	52142
Peak-day traffic	186
Peak-hour traffic	
- Arrivals: 13 Dec. 2004, 0800hr	13
- Departures: 4 Oct. 2004, 0700hr	12
Average Daily	144
Minimum	121

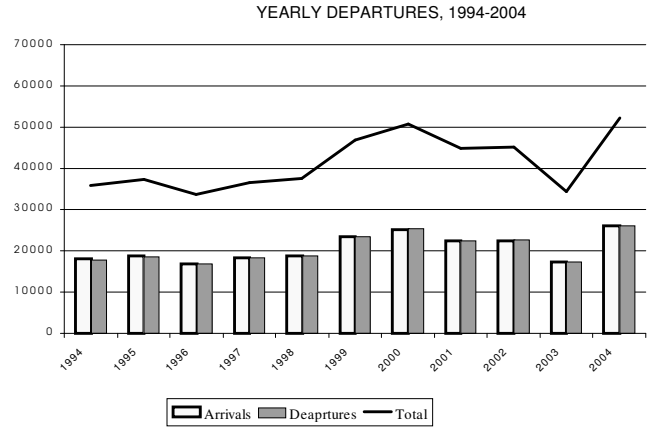
BUSIEST 15 DAYS, 2004
(Arrivals + Departures)

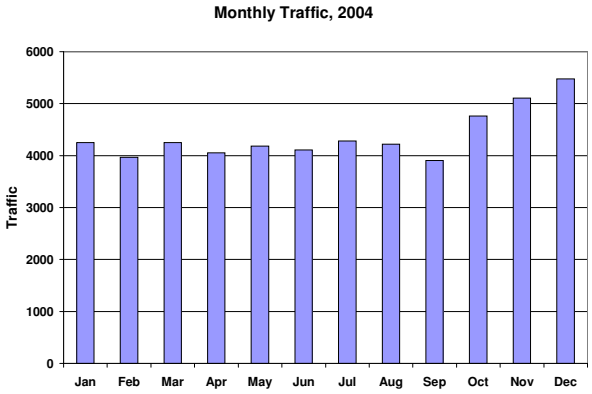
Days	Month	Traffic
20041218	Dec	**186**
20041225	Dec	**186**
20041226	Dec	**184**
20041219	Dec	**182**
20041224	Dec	**181**
20041204	Dec	**180**
20041205	Dec	**180**
20041211	Dec	**180**
20041212	Dec	**180**
20041217	Dec	**180**
20041223	Dec	**180**
20041230	Dec	**180**
20041231	Dec	**180**
20041220	Dec	**179**
20041227	Dec	**179**

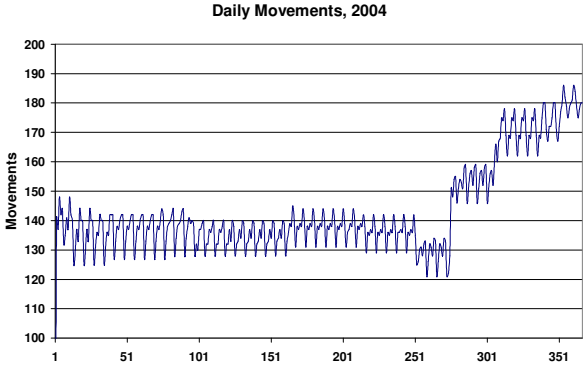
FIRST 40 PEAK-HOURS, 2004

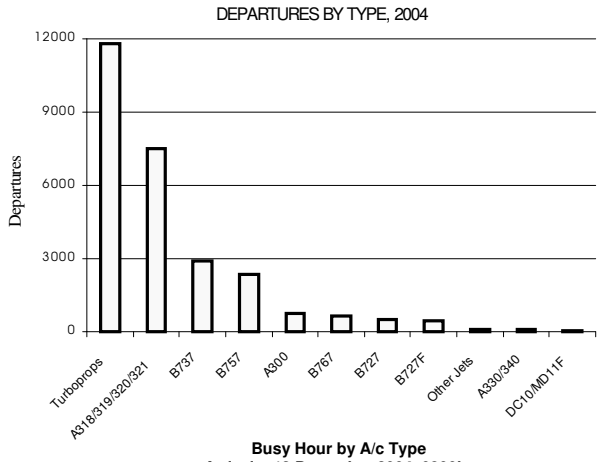
	ARRIVALS				DEPARTURES		
Rank	Hour	Day	Movements		Hour	Day	Movements
1	8	20041213	13		7	20041004	12
2	8	20041214	13		7	20041005	12
3	8	20041216	13		7	20041006	12
4	8	20041218	13		7	20041007	12
5	8	20041004	12		7	20041008	12
6	8	20041006	12		7	20041009	12
7	8	20041010	12		7	20041010	12
8	8	20041011	12		7	20041011	12
9	8	20041012	12		7	20041012	12
10	8	20041013	12		7	20041013	12
11	8	20041014	12		7	20041014	12
12	8	20041015	12		7	20041015	12
13	8	20041016	12		7	20041016	12
14	8	20041017	12		7	20041017	12
15	8	20041018	12		7	20041018	12
16	8	20041019	12		7	20041019	12
17	8	20041020	12		7	20041020	12
18	8	20041021	12		7	20041021	12
19	8	20041022	12		7	20041022	12
20	8	20041023	12		7	20041023	12
21	8	20041024	12		7	20041024	12
22	8	20041025	12		7	20041025	12
23	8	20041026	12		7	20041026	12
24	8	20041027	12		7	20041027	12
25	8	20041028	12		7	20041028	12
26	8	20041029	12		7	20041029	12
27	8	20041030	12		7	20041030	12
28	8	20041031	12		9	20041203	12
29	8	20041101	12		9	20041206	12
30	8	20041104	12		9	20041208	12
31	8	20041106	12		9	20041210	12
32	8	20041108	12		9	20041213	12
33	8	20041111	12		9	20041215	12
34	8	20041113	12		9	20041219	12
35	8	20041115	12		9	20041220	12
36	8	20041118	12		9	20041222	12
37	8	20041120	12		9	20041224	12
38	8	20041122	12		9	20041226	12
39	8	20041127	12		9	20041227	12
40	8	20041129	12		9	20041229	12

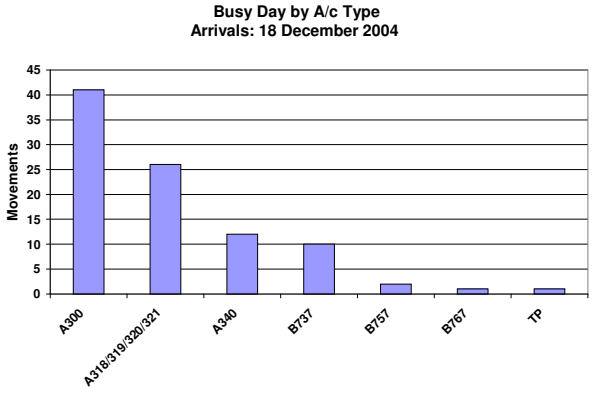
SAN JOSE INTERNATIONAL AIRPORT (SJO), COSTA RICA

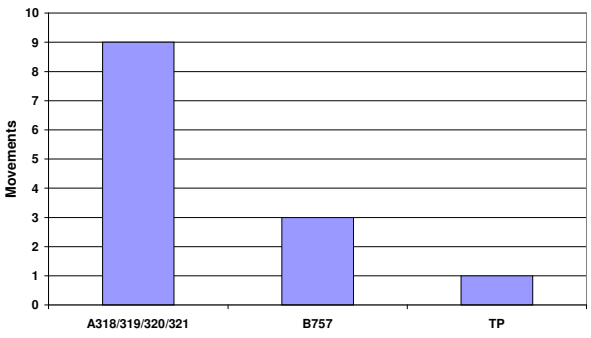


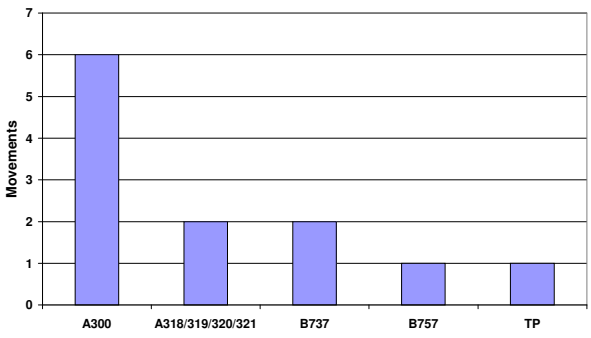












SALVADOR AIRPORT (SSA), BRAZIL

MOVEMENT SUMMARY, 2004

Total Annual Traffic	51711
Peak-day traffic	158
Peak-hour traffic	
- Arrivals: 8 Feb. 2004, 0900hr	9
- Departures: 18 Jul. 2004, 1200hr	9
Average Daily	141
Minimum	118

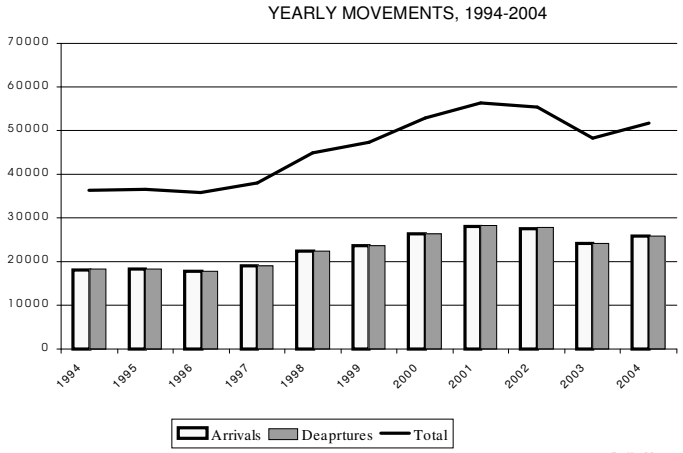
BUSIEST 15 DAYS, 2004 (Arrivals + Departures)

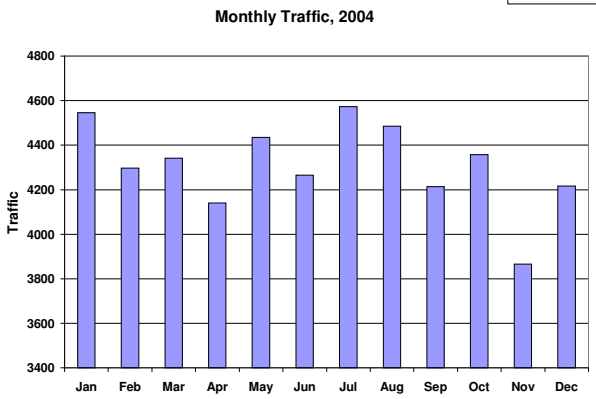
Days	Month	Traffic
20040220	Feb	**158**
20040225	Feb	**158**
20040718	Jul	**158**
20040725	Jul	**158**
20040221	Feb	**156**
20040801	Aug	**156**
20040228	Feb	**155**
20040227	Feb	**154**
20040717	Jul	**154**
20040724	Jul	**154**
20040731	Jul	**154**
20040218	Feb	**153**
20040502	May	**153**
20040716	Jul	**153**
20040719	Jul	**153**

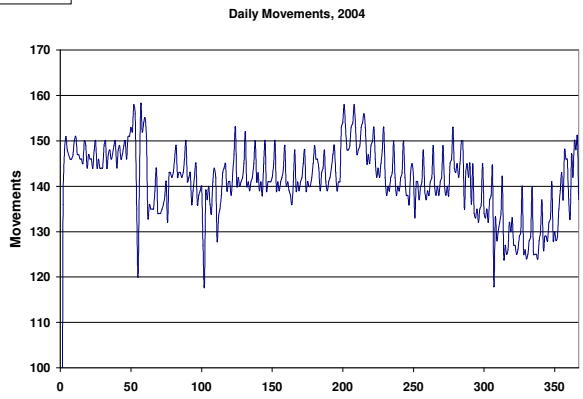
FIRST 40 PEAK-HOURS, 2004

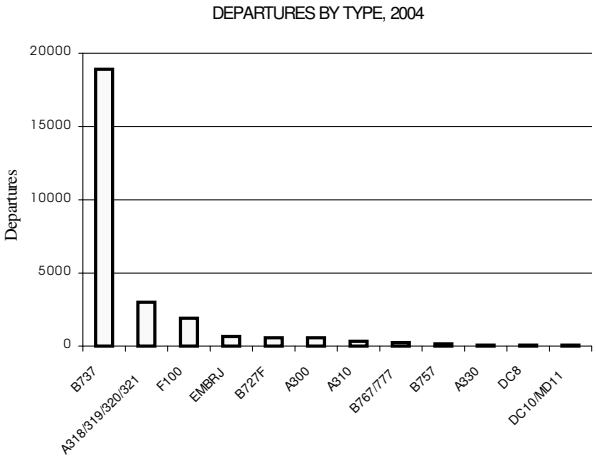
		ARRIVALS			DEPARTURES		
Rank	Hour	Day	Movements		Hour	Day	Movements
1	9	20040208	9		12	20040718	9
2	9	20040214	9		12	20040725	9
3	12	20040219	9		11	20040104	8
4	12	20040302	9		11	20040111	8
5	17	20040807	9		18	20040203	8
6	17	20040814	9		10	20040208	8
7	17	20040821	9		19	20040218	8
8	17	20040828	9		12	20040417	8
9	17	20040904	9		12	20040424	8
10	17	20041016	9		12	20040501	8
11	17	20041017	9		12	20040502	8
12	17	20041023	9		12	20040508	8
13	17	20041024	9		12	20040509	8
14	17	20041030	9		12	20040515	8
15	17	20041031	9		12	20040516	8
16	16	20041106	9		12	20040522	8
17	16	20041107	9		12	20040523	8
18	16	20041121	9		12	20040529	8
19	16	20041128	9		12	20040530	8
20	16	20041205	9		12	20040605	8
21	9	20040103	8		12	20040606	8
22	16	20040103	8		12	20040613	8
23	9	20040104	8		12	20040619	8
24	11	20040105	8		12	20040620	8
25	11	20040106	8		12	20040626	8
26	11	20040107	8		12	20040627	8
27	11	20040108	8		12	20040703	8
28	11	20040109	8		12	20040704	8
29	9	20040110	8		12	20040710	8
30	16	20040110	8		12	20040711	8
31	9	20040111	8		12	20040717	8
32	11	20040112	8		12	20040724	8
33	11	20040113	8		12	20040731	8
34	11	20040114	8		12	20040801	8
35	11	20040115	8		12	20040808	8
36	11	20040116	8		12	20040815	8
37	9	20040117	8		12	20040822	8
38	16	20040117	8		12	20040829	8
39	9	20040118	8		12	20040904	8
40	11	20040119	8		12	20040907	8

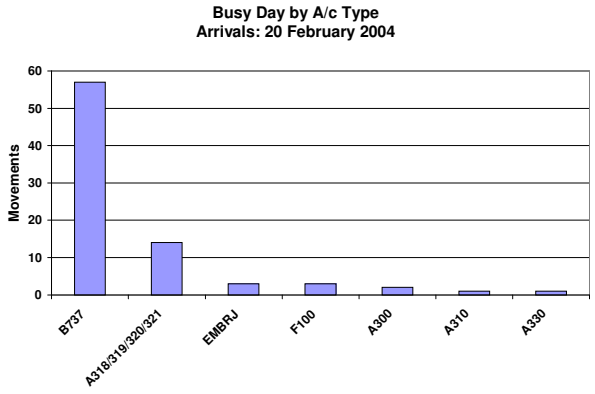
SALVADOR AIRPORT (SSA), BRAZIL

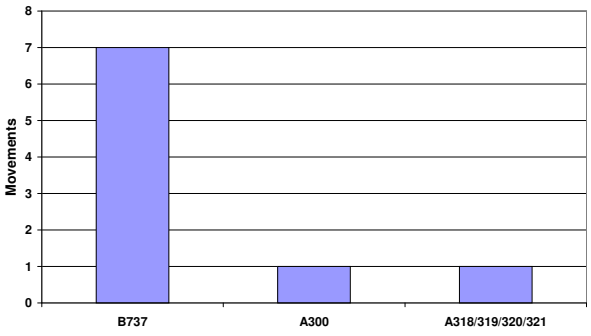


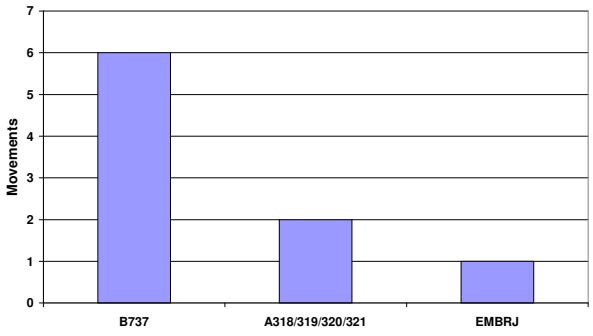












BUENOS AIRES (PISTARINI) INTERNATIONAL AIRPORT (EZE), ARGENTINA

MOVEMENT SUMMARY, 2004

Total annual traffic	49288
Peak-day traffic	161
Peak-hour traffic:	
- Arrivals: 3 Jun. 2004, 0600hr	9
- Departures: 3 Jan. 2004, 0600hr	9
Average Daily	135
Minimum	118

BUSIEST 15 DAYS, 2004 (Arrivals + Departures)

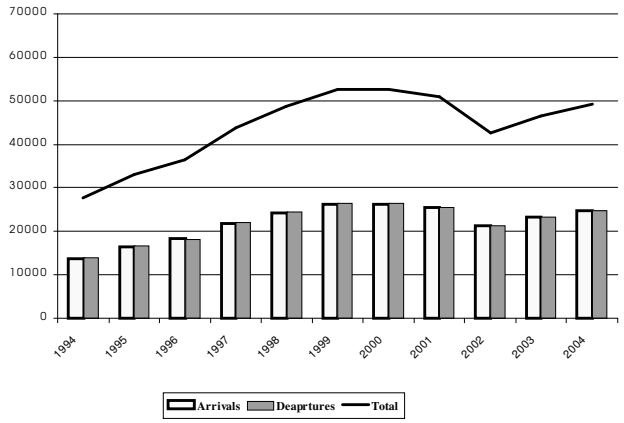
Days	Month	Traffic
20040411	Apr	**161**
20041217	Dec	**153**
20041219	Dec	**153**
20040307	Mar	**152**
20040314	Mar	**152**
20040125	Jan	**151**
20040208	Feb	**151**
20040222	Feb	**151**
20041222	Dec	**151**
20041230	Dec	**151**
20040118	Jan	**150**
20040215	Feb	**150**
20040321	Mar	**150**
20040404	Apr	**150**
20041212	Dec	**150**

FIRST 40 PEAK-HOURS, 2004

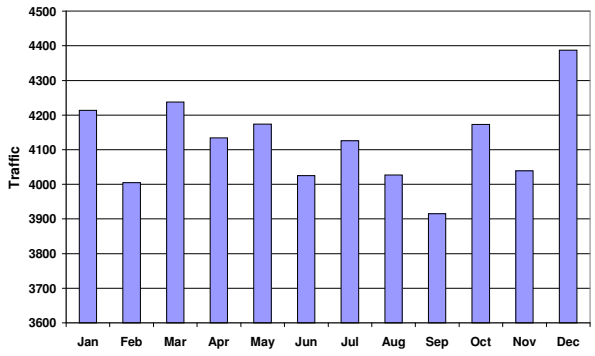
	ARRIVALS				DEPARTURES		
Rank	Hour	Day	Movements		Hour	Day	Movements
1	6	20040603	9		6	20040103	9
2	6	20040610	9		6	20040104	9
3	6	20040617	9		6	20040109	9
4	6	20040624	9		6	20040110	9
5	6	20040705	9		6	20040111	9
6	6	20040708	9		7	20040315	9
7	6	20040715	9		7	20040322	9
8	6	20040717	9		7	20040327	9
9	6	20040722	9		9	20040503	9
10	6	20040729	9		9	20040510	9
11	6	20040805	9		9	20040517	9
12	6	20040812	9		16	20040523	9
13	6	20040819	9		9	20040524	9
14	6	20040916	9		9	20040531	9
15	6	20040923	9		7	20040604	9
16	6	20040930	9		7	20040611	9
17	6	20041007	9		7	20040618	9
18	6	20041014	9		7	20040625	9
19	20	20041105	9		7	20040709	9
20	20	20041217	9		7	20040716	9
21	20	20041222	9		7	20040723	9
22	20	20040103	8		7	20040730	9
23	20	20040110	8		7	20040802	9
24	20	20040117	8		7	20040806	9
25	20	20040124	8		7	20040809	9
26	20	20040131	8		7	20040813	9
27	20	20040207	8		7	20040816	9
28	20	20040214	8		7	20040820	9
29	7	20040319	8		7	20040827	9
30	7	20040326	8		7	20040903	9
31	6	20040506	8		7	20040906	9
32	6	20040513	8		7	20040910	9
33	6	20040520	8		7	20040913	9
34	6	20040527	8		7	20040917	9
35	6	20040607	8		7	20040920	9
36	6	20040614	8		7	20040924	9
37	6	20040621	8		7	20040927	9
38	6	20040628	8		7	20041001	9
39	6	20040701	8		7	20041004	9
40	6	20040710	8		7	20041008	9

BUENOS AIRES (EZEIZA) INTERNATIONAL AIRPORT (EZE), ARGENTINA

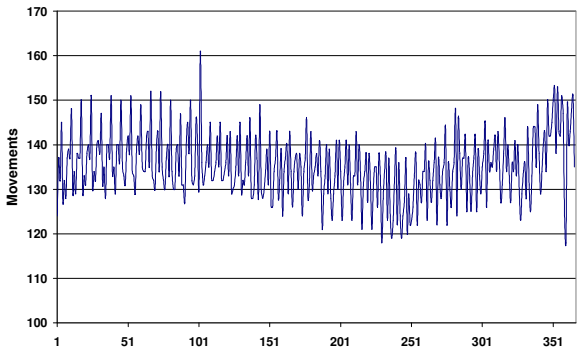
YEARLY MOVEMENTS, 1994-2004



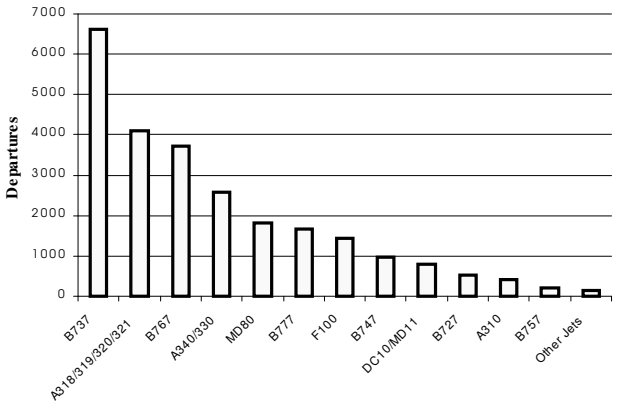
Monthly Traffic, 2004



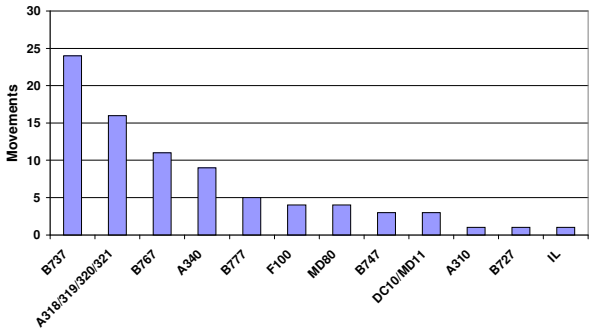
Daily Movements, 2004



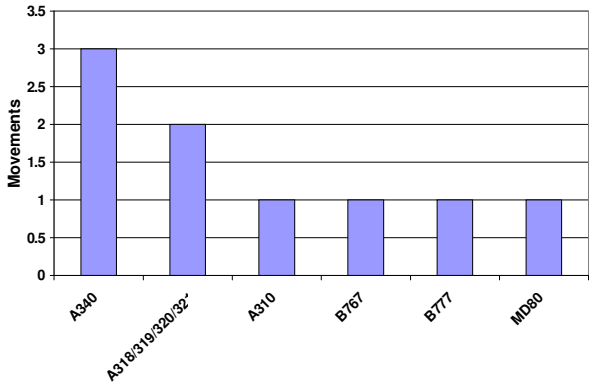
DEPARTURES BY TYPE, 2004



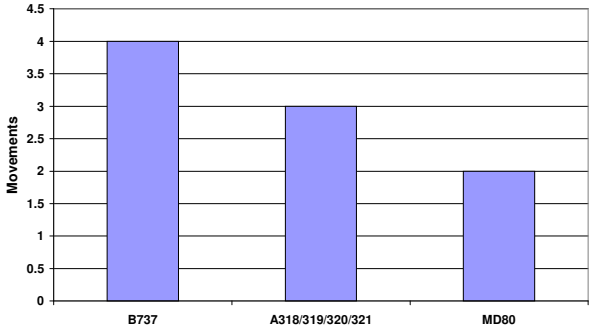
Busy Day by A/c Type
Arrivals: 11 April 2004



Busy Hour by A/c Type
Arrivals: 3 June 2004, 0600hr



Busy Hour by A/c Type
Departures: 3 January 2004, 0600hr



CURITIBA AIRPORT (CWB), BRAZIL

MOVEMENT SUMMARY, 2004

Total annual traffic	44120
Peak-day traffic	147
Peak-hour traffic:	
- Arrivals: 20 Oct. 2004, 1000hr	10
- Departures: 16 Mar. 2004, 0900hr	8
Average Daily	122
Minimum	83

BUSIEST 15 DAYS, 2004 (Arrivals + Departures)

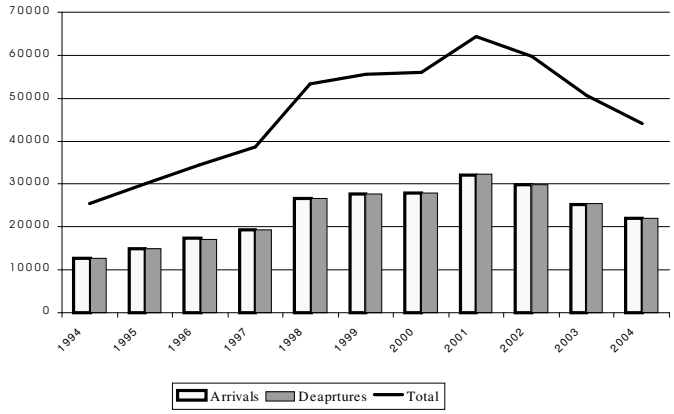
Days	Month	Traffic
20040414	Apr	**147**
20040326	Mar	**146**
20040412	Apr	**146**
20040428	Apr	**146**
20040317	Mar	**145**
20040407	Apr	**145**
20040416	Apr	**145**
20040423	Apr	**145**
20040426	Apr	**145**
20040430	Apr	**145**
20040318	Mar	**144**
20040319	Mar	**144**
20040402	Apr	**144**
20040405	Apr	**144**
20040413	Apr	**144**

FIRST 40 PEAK-HOURS, 2004

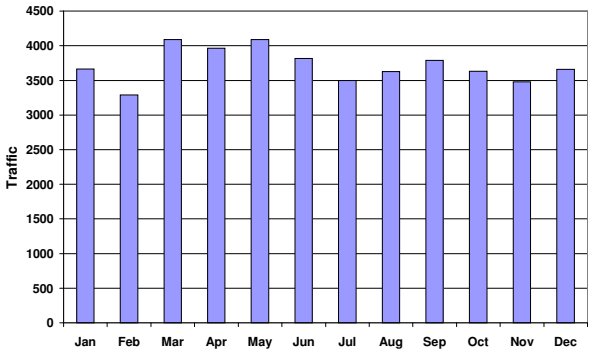
	ARRIVALS				DEPARTURES		
Rank	Hour	Day	Movements		Hour	Day	Movements
1	10	20041020	10		9	20040316	8
2	10	20041021	10		9	20040317	8
3	10	20041022	10		9	20040322	8
4	10	20041027	10		9	20040323	8
5	10	20041028	10		9	20040324	8
6	10	20041029	10		9	20040329	8
7	10	20041110	10		9	20040330	8
8	10	20041111	10		9	20040331	8
9	10	20041112	10		9	20040405	8
10	10	20041117	10		9	20040406	8
11	10	20041118	10		9	20040407	8
12	10	20041119	10		9	20040412	8
13	10	20041124	10		9	20040413	8
14	10	20041125	10		9	20040414	8
15	10	20041126	10		9	20040419	8
16	10	20041201	10		9	20040420	8
17	10	20041202	10		9	20040426	8
18	10	20041203	10		9	20040428	8
19	10	20041208	10		8	20040913	8
20	10	20041209	10		8	20040920	8
21	10	20041210	10		10	20041020	8
22	10	20041215	10		10	20041021	8
23	10	20041216	10		10	20041022	8
24	10	20041217	10		10	20041027	8
25	10	20041222	10		10	20041028	8
26	10	20041223	10		10	20041029	8
27	10	20041229	10		17	20040104	7
28	10	20041230	10		17	20040105	7
29	10	20041013	9		17	20040106	7
30	10	20041014	9		17	20040107	7
31	10	20041015	9		17	20040108	7
32	10	20041018	9		17	20040109	7
33	10	20041019	9		17	20040111	7
34	10	20041025	9		17	20040112	7
35	10	20041026	9		17	20040113	7
36	10	20041103	9		17	20040114	7
37	10	20041104	9		17	20040115	7
38	10	20041105	9		17	20040116	7
39	10	20041108	9		17	20040118	7
40	10	20041109	9		17	20040119	7

CURITIBA AIRPORT (CWB), BRAZIL

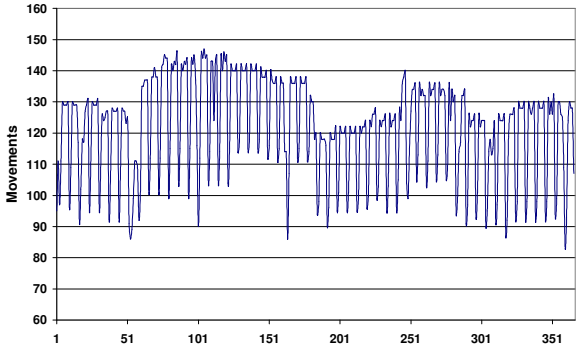
YEARLY MOVEMENTS, 1994-2004



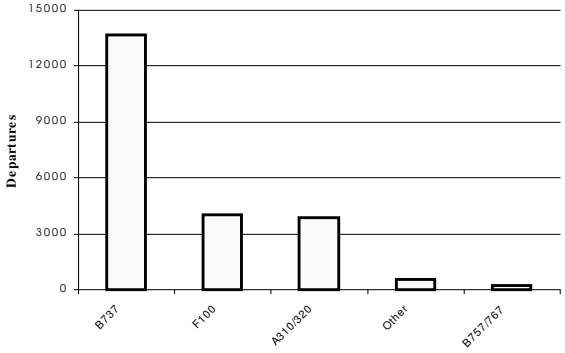
Monthly Traffic, 2004



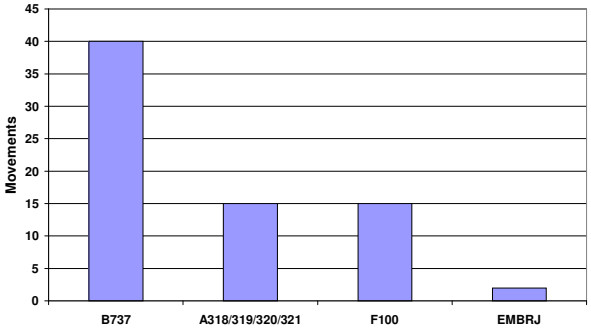
Daily Movements, 2004



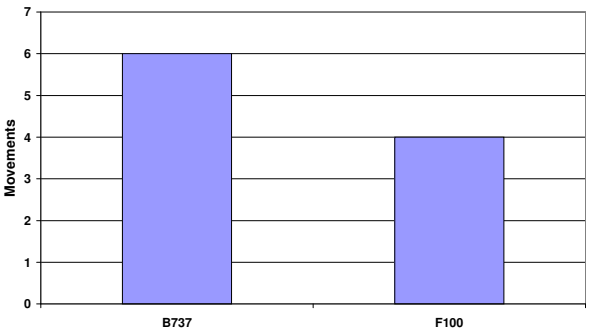
DEPARTURES BY TYPE, 2004



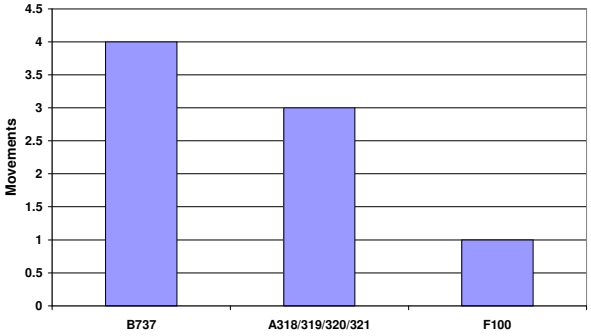
Busy Day by A/c Type
Arrivals: 26 march 2004



Busy Hour by A/c Type
Arrivals: 20 October 2004, 1000hr



Busy Hour by A/c Type
Departures: 16 March 2004, 0900hr



BELO HORIZONTE AIRPORT (PLU), BRAZIL

MOVEMENT SUMMARY, 2004

Total Annual Traffic	42398
Peak-day traffic	139
Peak-hour traffic	
- Arrivals: 1 Jan. 2004, 1800hr	8
- Departures: 16 Feb. 2004, 0700hr	8
Average Daily	116
Minimum	67

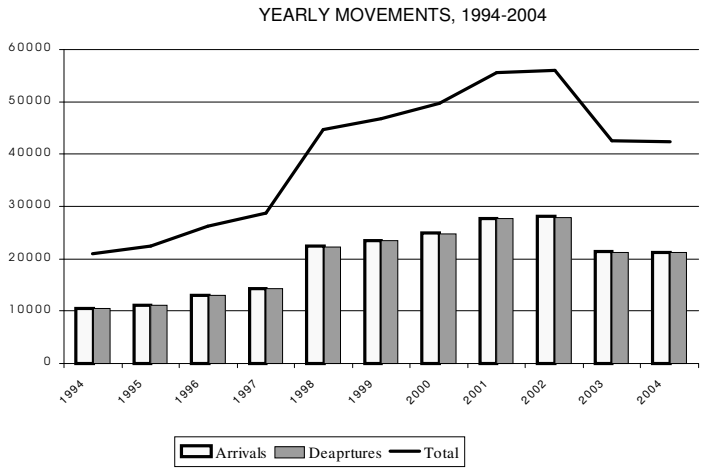
BUSIEST 15 DAYS, 2004 (Arrivals + Departures)

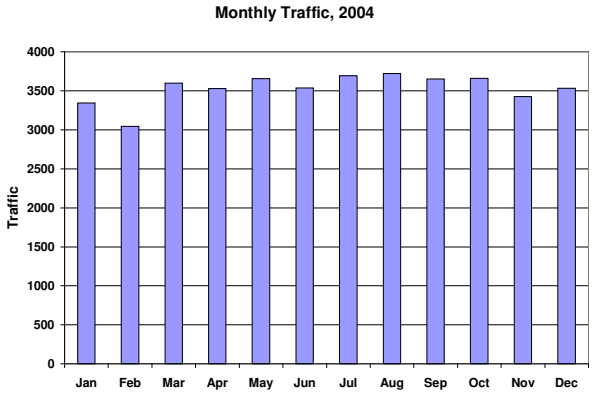
Days	Month	Traffic
20040927	Sep	**139**
20040928	Sep	**139**
20040929	Sep	**139**
20040930	Sep	**139**
20041015	Oct	**139**
20041004	Oct	**138**
20041005	Oct	**138**
20041006	Oct	**138**
20041007	Oct	**138**
20041013	Oct	**138**
20041014	Oct	**138**
20041001	Oct	**137**
20040830	Aug	**136**
20040831	Aug	**136**
20040910	Sep	**136**

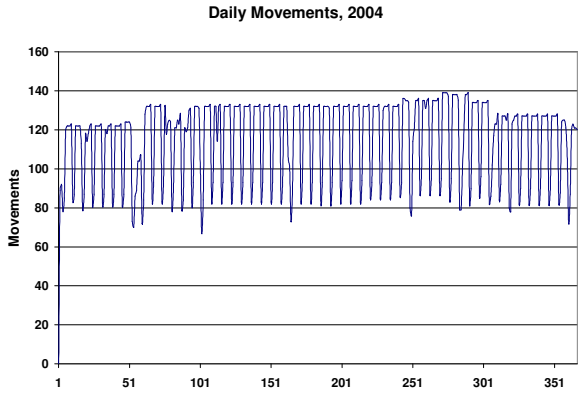
FIRST 40 PEAK-HOURS, 2004

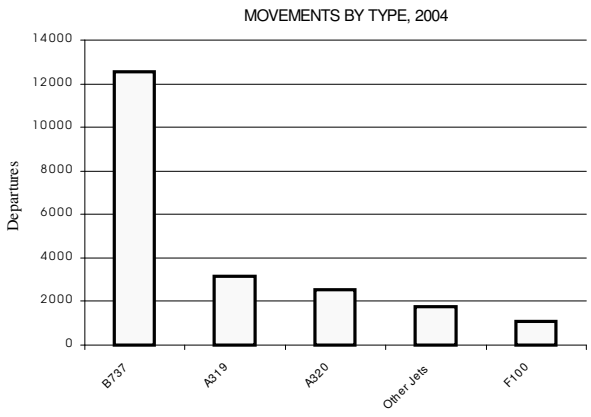
	ARRIVALS				DEPARTURES		
Rank	Hour	Day	Movements		Hour	Day	Movements
1	19	20040101	8		7	20040216	8
2	19	20040102	8		7	20040217	8
3	19	20040104	8		7	20040218	8
4	19	20040105	8		7	20040219	8
5	19	20040106	8		7	20040105	7
6	19	20040107	8		7	20040106	7
7	19	20040108	8		7	20040107	7
8	19	20040109	8		7	20040108	7
9	19	20040111	8		7	20040109	7
10	19	20040112	8		7	20040112	7
11	19	20040113	8		7	20040113	7
12	19	20040114	8		7	20040114	7
13	19	20040115	8		7	20040115	7
14	19	20040116	8		7	20040119	7
15	19	20040118	8		7	20040120	7
16	19	20040119	8		7	20040121	7
17	19	20040122	8		7	20040122	7
18	19	20040123	8		7	20040123	7
19	19	20040125	8		7	20040126	7
20	19	20040126	8		7	20040127	7
21	19	20040127	8		7	20040128	7
22	19	20040128	8		7	20040129	7
23	19	20040129	8		7	20040130	7
24	19	20040130	8		7	20040202	7
25	19	20040201	8		7	20040203	7
26	19	20040202	8		7	20040204	7
27	19	20040203	8		7	20040205	7
28	19	20040204	8		7	20040206	7
29	19	20040205	8		7	20040209	7
30	19	20040206	8		7	20040210	7
31	19	20040208	8		7	20040211	7
32	19	20040209	8		7	20040212	7
33	19	20040210	8		7	20040213	7
34	19	20040211	8		7	20040220	7
35	19	20040212	8		7	20040224	7
36	19	20040213	8		7	20040226	7
37	19	20040215	8		7	20040227	7
38	19	20040216	8		7	20040301	7
39	19	20040217	8		7	20040302	7
40	19	20040218	8		7	20040303	7

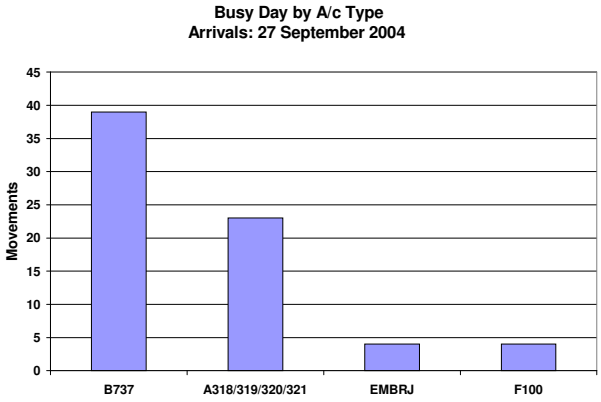
BELHO HORIZONTE AIRPORT (PLU), BRAZIL

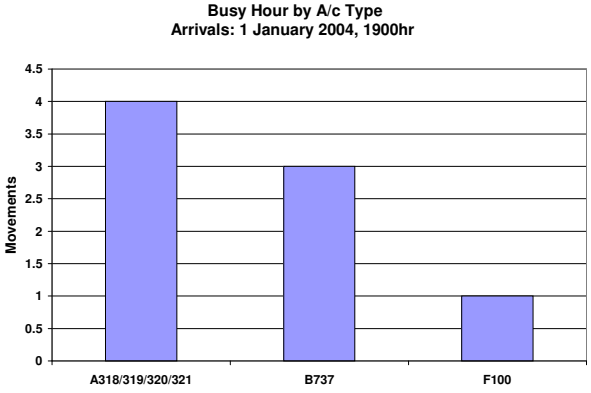


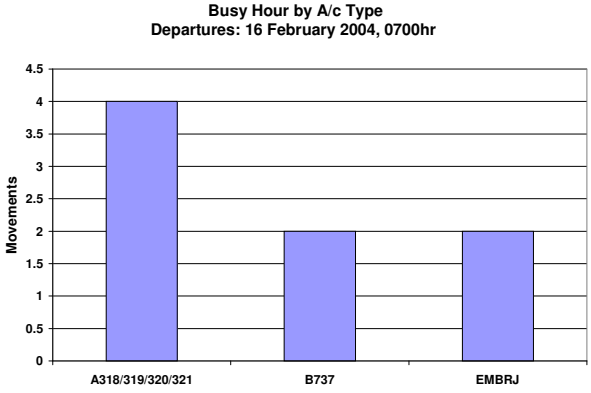












BARBADOS INTERNATIONAL AIRPORT (BGI), BARBADOS

MOVEMENT SUMMARY, 2004

Total annual traffic	39878
Peak-day traffic	133
Peak-hour traffic	
- Arrivals : 11 Dec. 2004, 1500hr	12
- Departures: 18 Dec. 2004, 1600hr,	12
Average daily	109
Minimum	88

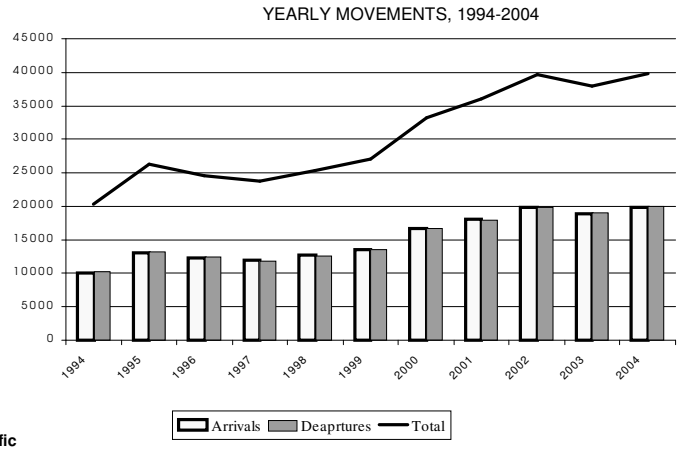
BUSIEST 15 DAYS, 2004 (Arrivals + Departures)

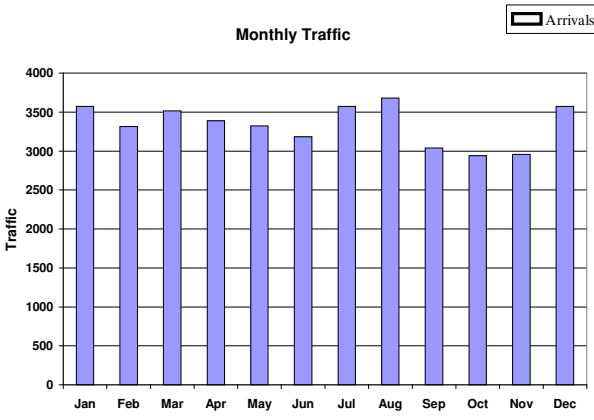
Days	Month	Traffic
20040103	Jan	133
20041218	Dec	130
20040110	Jan	129
20040214	Feb	129
20040124	Jan	128
20041204	Dec	128
20040410	Apr	127
20040417	Apr	127
20040117	Jan	126
20040131	Jan	126
20040904	Sep	126
20041211	Dec	126
20040207	Feb	125
20040221	Feb	125
20040306	Mar	125

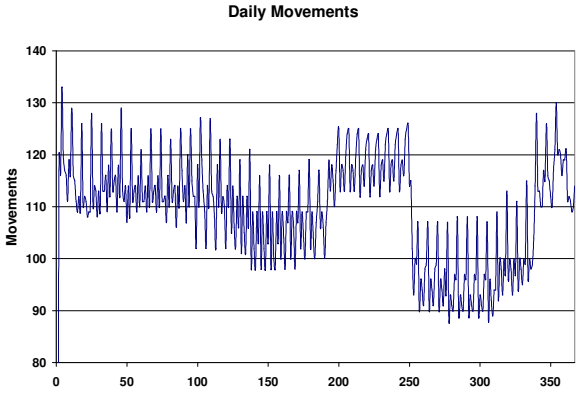
FIRST 40 PEAK-HOURS

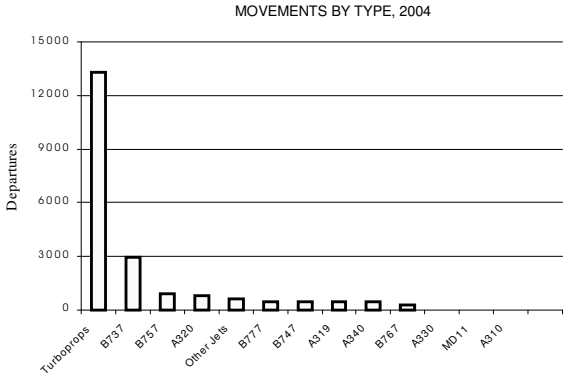
	ARRIVALS				DEPARTURES		
Rank	Hour	Day	Movements		Hour	Day	Movements
1	15	20041211	12		16	20041218	12
2	15	20041218	12		16	20041225	12
3	15	20041225	12		16	20041211	11
4	15	20041113	11		16	20041216	11
5	15	20041120	11		16	20041223	11
6	15	20041127	11		16	20041230	11
7	15	20041204	11		16	20041113	10
8	12	20041206	11		16	20041120	10
9	15	20041206	11		16	20041127	10
10	12	20041207	11		16	20041204	10
11	12	20041208	11		16	20041209	10
12	12	20041209	11		16	20041217	10
13	15	20041209	11		16	20041219	10
14	12	20041213	11		16	20041220	10
15	15	20041213	11		16	20041222	10
16	12	20041215	11		16	20041224	10
17	12	20041216	11		16	20041226	10
18	15	20041216	11		16	20041227	10
19	12	20041218	11		16	20041229	10
20	12	20041220	11		16	20041231	10
21	15	20041220	11		16	20040404	9
22	12	20041222	11		7	20040405	9
23	12	20041223	11		16	20040405	9
24	15	20041223	11		16	20040406	9
25	12	20041227	11		7	20040408	9
26	15	20041227	11		16	20040408	9
27	12	20041229	11		16	20040410	9
28	12	20041230	11		16	20040411	9
29	15	20041230	11		7	20040412	9
30	15	20040124	10		16	20040412	9
31	15	20040131	10		7	20040415	9
32	15	20041108	10		16	20040415	9
33	15	20041111	10		16	20040417	9
34	15	20041115	10		7	20040419	9
35	15	20041118	10		16	20040419	9
36	15	20041122	10		7	20040422	9
37	15	20041125	10		16	20040422	9
38	15	20041129	10		16	20040424	9
39	15	20041202	10		16	20040425	9
40	12	20041203	10		7	20040426	9

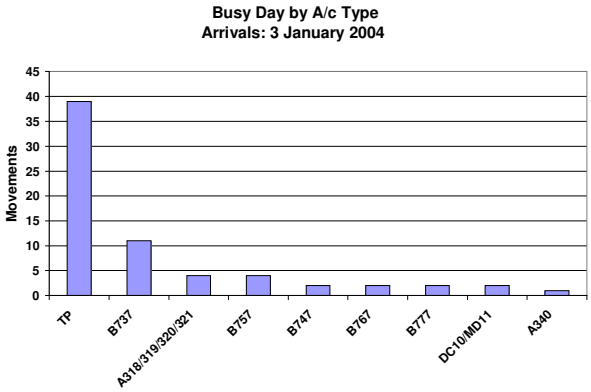
BARBADOS INTERNATIONAL AIRPORT (BGI), BARBADOS

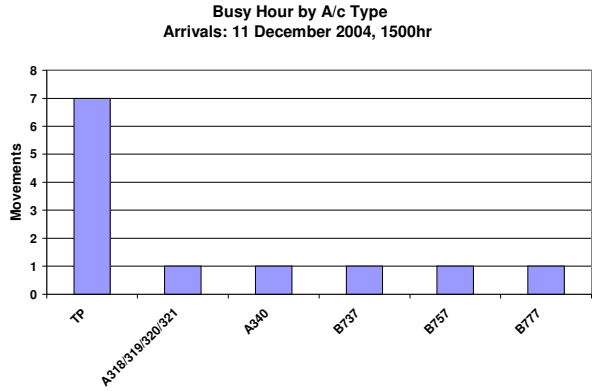


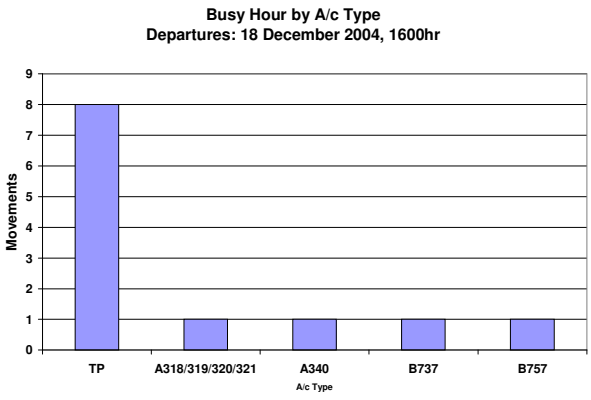












TIJUANA AIRPORT (TIJ), MEXICO

MOVEMENT SUMMARY, 2004

Total Annual Traffic	39405
Peak-day traffic	132
Peak-hour traffic	
- Arrivals: 5 Apr. 2004, 1000hr	9
- Departures: 3 Dec. 2004, 1400hr	10
Average Daily	108
Minimum	95

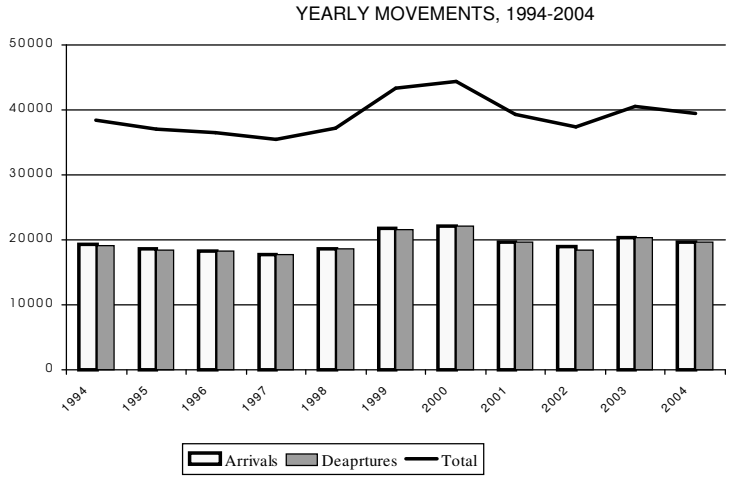
BUSIEST 15 DAYS, 2004 (Arrivals + Departures)

Days	Month	Traffic
20040103	Jan	**132**
20041217	Dec	**129**
20041210	Dec	**128**
20041214	Dec	**127**
20041216	Dec	**127**
20041213	Dec	**126**
20041218	Dec	**126**
20040102	Jan	**125**
20041215	Dec	**124**
20040104	Jan	**123**
20041209	Dec	**123**
20041211	Dec	**123**
20041212	Dec	**123**
20041219	Dec	**123**
20040109	Jan	**122**

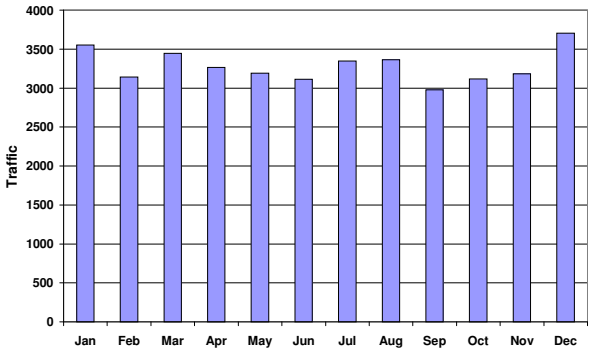
FIRST 40 PEAK-HOURS, 2004

	ARRIVALS				DEPARTURES		
Rank	Hour	Day	Movements		Hour	Day	Movements
1	10	20040405	9		14	20041203	10
2	10	20040407	9		14	20041204	10
3	10	20040408	9		14	20041205	10
4	10	20040409	9		14	20041210	10
5	10	20040412	9		14	20041211	10
6	10	20040414	9		14	20041212	10
7	10	20040415	9		14	20041216	10
8	10	20040416	9		14	20041217	10
9	10	20040615	9		14	20041218	10
10	11	20040105	8		14	20041219	10
11	11	20040108	8		14	20041223	10
12	10	20040116	8		14	20041224	10
13	10	20040117	8		14	20041225	10
14	11	20040119	8		14	20041226	10
15	10	20040123	8		14	20041230	10
16	10	20040124	8		14	20041231	10
17	11	20040126	8		11	20040106	9
18	10	20040130	8		11	20040107	9
19	10	20040131	8		14	20040419	9
20	11	20040202	8		14	20041001	9
21	10	20040206	8		14	20041002	9
22	10	20040207	8		14	20041008	9
23	11	20040209	8		14	20041009	9
24	10	20040213	8		14	20041015	9
25	10	20040214	8		14	20041016	9
26	11	20040216	8		14	20041022	9
27	10	20040220	8		14	20041023	9
28	10	20040221	8		14	20041029	9
29	11	20040223	8		14	20041030	9
30	10	20040227	8		14	20041105	9
31	10	20040228	8		14	20041106	9
32	11	20040301	8		14	20041112	9
33	10	20040305	8		14	20041113	9
34	10	20040306	8		14	20041114	9
35	11	20040308	8		14	20041119	9
36	10	20040312	8		14	20041120	9
37	10	20040313	8		14	20041121	9
38	11	20040315	8		14	20041126	9
39	10	20040319	8		14	20041127	9
40	10	20040320	8		14	20041128	9

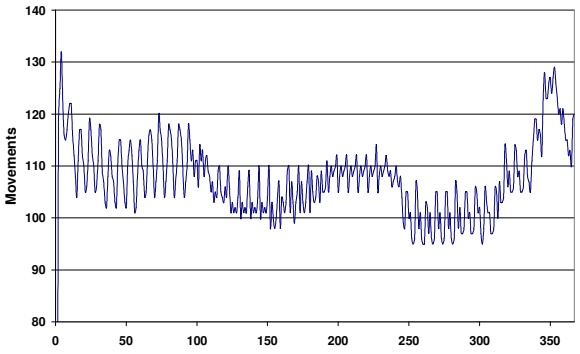
TIJUANA AIRPORT (TIJ), MEXICO



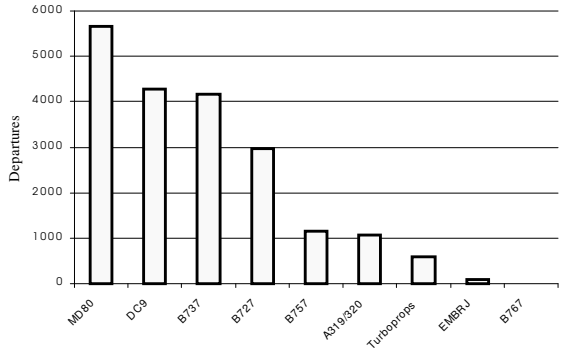
Monthly Traffic, 2004



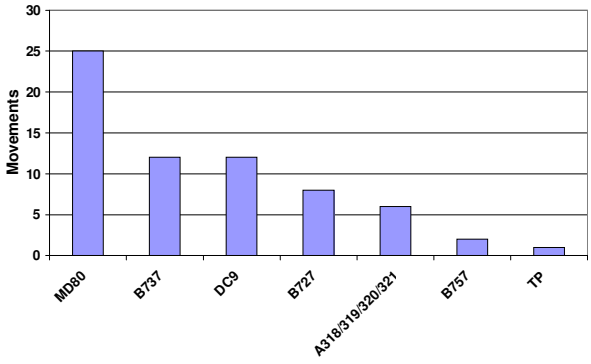
Daily Movements, 2004



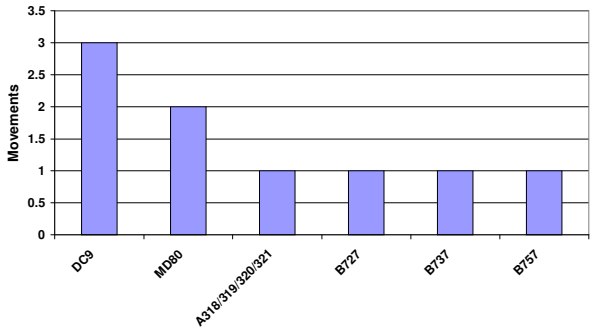
DEPARTURES BY TYPE, 2004



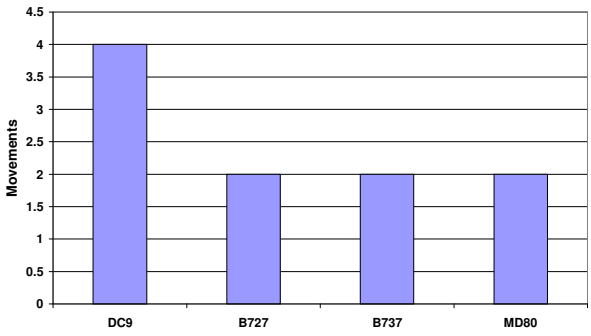
Busy Day by A/c Type
Arrivals: 3 January 2004



Busy Hour by A/c Type
Arrivals: 5 April 2004, 1000hr



Busy Hour by A/c Type
Departures: 3 December 2004, 1400hr



APPENDIX 2

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