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**TWENTY-FIRST MEETING ON THE IMPROVEMENT OF AIR TRAFFIC SERVICES  
OVER THE SOUTH ATLANTIC (SAT21)**

**(Lisbon, Portugal, 8 -10 June 2016)**

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

**Air traffic statistics of the EUR-SAM Corridor during 2015 and air traffic evolution since 2004**

(Presented by SATMA)

**SUMMARY**

This information paper presents to SAT States global and comprehensive information about the air traffic statistics of the EUR-SAM Corridor during year 2015 as well as the evolution of these figures since 2004.

**1. INTRODUCTION**

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

Once presented in SAT/21 Meeting, this statistical data of the EUR-SAM Corridor will be available on SATMA web page: [www.satmasat.com](http://www.satmasat.com).

**2. DISCUSSION**

2015 has had a sharp decrease in the global figures of the EUR-SAM Corridor respect with precedent years. The annual aircraft movements in 2015, 24460, is the worst figure registered in EUR/SAM Corridor since 2004, year when began this analysis and which denotes an -8.71% of drop. The unique positive reading is related to northbound traffic where is slightly above 2004. In opposite way, southbound traffic is marked fall (13108 vs 10639). Therefore, the downward trend is clear and consolidated.

The preliminary figures registered at the advanced analysis of 2016 show a similar trend respect to this report. For instance, the daily average demand in 2015 was 65 and in the 2016 has been 66.


Regarding the use of airways, the decrement has been mainly focused on UN741 and UN857. The rest of ATS routes keep the same percentage trend.

One more year, the main origin/destination are airports located in Brazil and Portugal. However, both areas registered a huge fall respect to last year of 20% and 14% respectively.


To conclude this information paper, it is highlighted the ranking of airlines in the corridor which changed considerably. In fact, Portugal Airline (TAP) has kept the first position but Iberia (IBE) has risen to the second one. Note that the changes in the ranking only were mainly due to the fall of Air France (AFR) and LATAM Brasil (TAM).

See hereafter the annex where is described either the hypothesis of this analysis and a comprehensive report of statistical data in the EUR/SAM corridor during 2015.

## ANNEX



Air traffic statistics of the EUR/SAM corridor  
2015 REPORT

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## Scope

- The necessary flight plan information to perform this study is obtained from PALESTRA (ENAIRE's data base):
  - this flight plan data contains initial flight plan information that is updated by radar and controllers with pilot position reports.
  - the air traffic movements reflected in this study are:
    - all traffics using UN741, UN866, UN873 and UN857 whose flight plans contains information about EDUMO, TENPA, IPERA and GUNET waypoints.
    - traffic using the random route.
  - this study does not reflect:
    - traffic not overflying Canaries FIR/UIR.
    - data from east-west flows crossing the EUR-SAMcorridor.
    - southbound traffic to/ from Cape Verde.

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Global figures of the EUR/SAM corridor



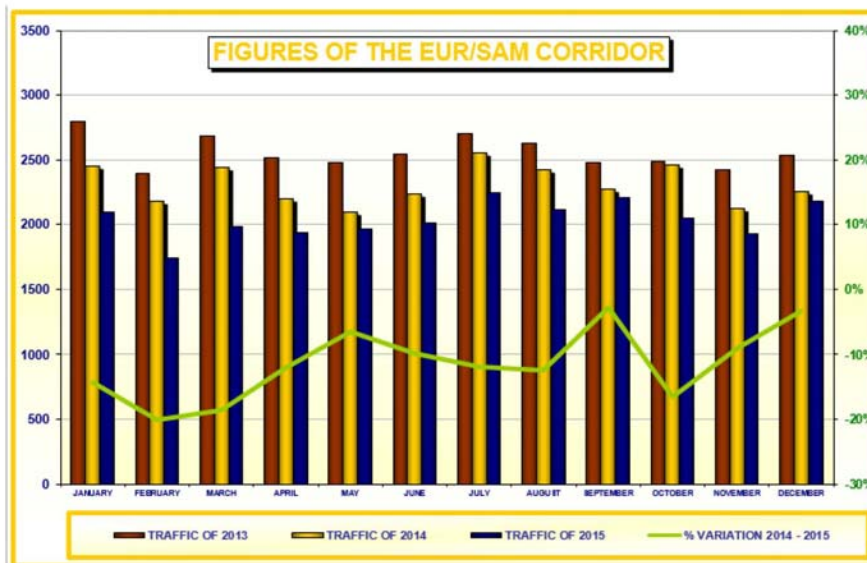
MONTH	SOUTHBOUND		NORTHBOUND		TOTAL TRAFFIC IN THE CORRIDOR						% VARIATION	
	2014	2015	2014	2015	2013	DAILY	2014	DAILY	2015	DAILY	2013 - 2014	2014 - 2015
JANUARY	1159	912	1288	1185	2794	90	2447	79	2097	68	-12%	-14%
FEBRUARY	1092	710	1087	1029	2396	86	2179	78	1739	62	-9%	-20%
MARCH	1108	912	1329	1070	2683	87	2437	79	1982	64	-9%	-19%
APRIL	914	808	1286	1128	2512	84	2200	73	1936	65	-12%	-12%
MAY	936	894	1163	1069	2475	80	2099	68	1963	63	-15%	-6%
JUNE	1041	845	1195	1170	2539	85	2236	75	2015	67	-12%	-10%
JULY	1296	1082	1257	1165	2700	87	2553	82	2247	72	-5%	-12%
AUGUST	1136	932	1284	1185	2623	85	2420	78	2117	68	-8%	-13%
SEPTEMBER	1017	961	1256	1248	2481	83	2273	76	2209	74	-8%	-3%
OCTOBER	1209	808	1246	1239	2484	80	2455	79	2047	66	-1%	-17%
NOVEMBER	1090	767	1031	1163	2422	81	2121	71	1930	64	-12%	-9%
DECEMBER	986	1008	1268	1170	2536	82	2254	73	2178	70	-11%	-3%
<b>AVERAGE</b>	<b>1082</b>	<b>887</b>	<b>1224</b>	<b>1152</b>	<b>2554</b>	<b>84</b>	<b>2306</b>	<b>76</b>	<b>2038</b>	<b>67</b>	<b>-10%</b>	<b>-11%</b>

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Global figures of the EUR/SAM corridor



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## Number of movements



FIGURES OF	SOUTHBOUND	NORTHBOUND	TOTAL TRAFFIC IN THE CORRIDOR	MONTHLY	DAILY
2004	13108	13685	26793	2233	73
2005	14088	14674	28762	2397	79
2006	14651	15036	29687	2474	81
2007	16704	17004	33708	2809	92
2008	17024	18295	35319	2943	96
2009	14256	15366	29622	2468	81
2010	14083	16019	30102	2508	82
2011	15426	17988	33414	2784	92
2012	15245	17624	32869	2739	90
2013	14778	15867	30645	2554	84
2014	12984	14690	27674	2306	76
2015	10639	13821	24460	2038	67

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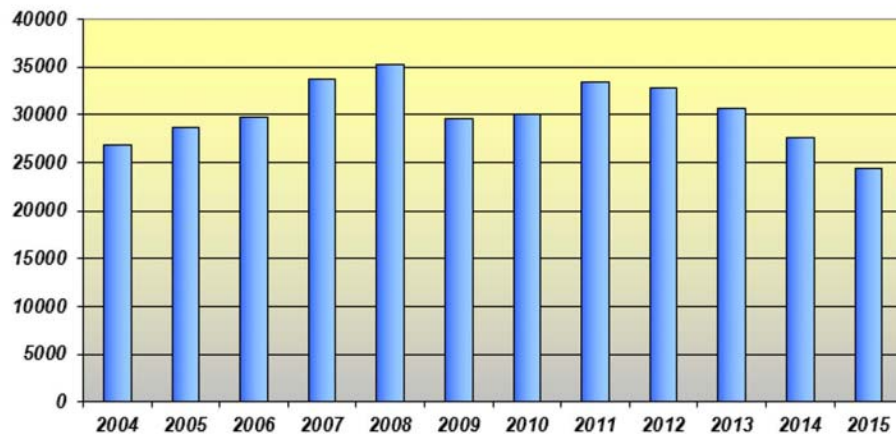
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## Number of movements



TOTAL TRAFFIC IN THE CORRIDOR

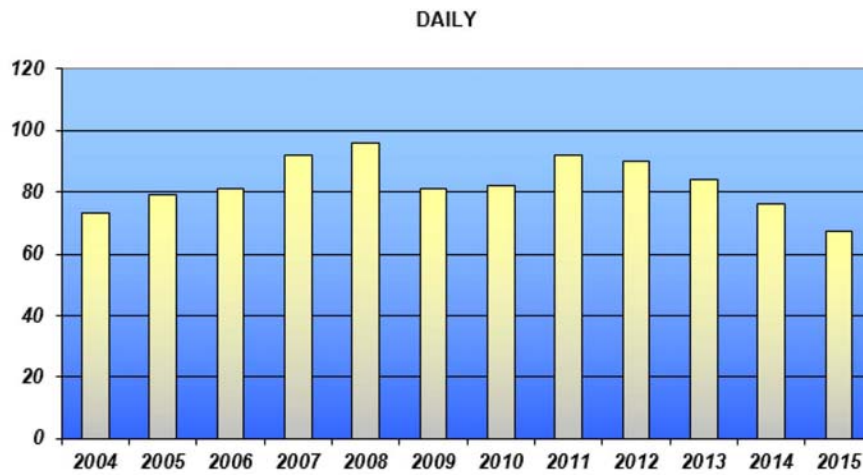


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### Average daily traffic



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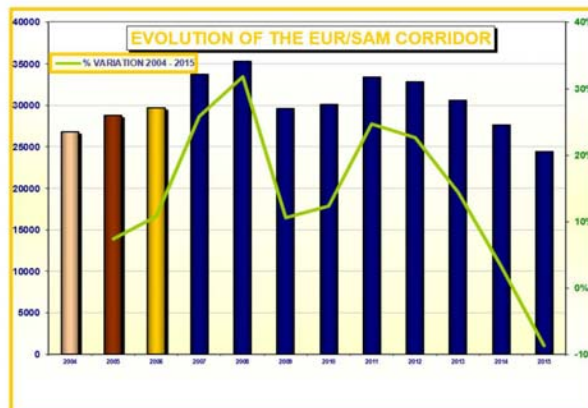
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### EUR/SAM corridor evolution



FIGURES OF	SOUTHBOUND	NORTHBOUND	TOTAL TRAFFIC IN THE CORRIDOR	% INCREASE FROM 2004
2004	13198	13685	26793	-
2005	14088	14674	28762	7.3%
2006	14651	15036	29687	10.8%
2007	16704	17004	33708	25.8%
2008	17024	18295	35319	31.82%
2009	14256	15366	29622	10.56%
2010	14083	16019	30102	12.35%
2011	15426	17968	33414	24.71%
2012	15245	17624	32869	22.66%
2013	14778	15867	30645	14.38%
2014	12984	14690	27674	3.29%
2015	10639	13821	24460	-8.71%



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## Traffic per ATS route



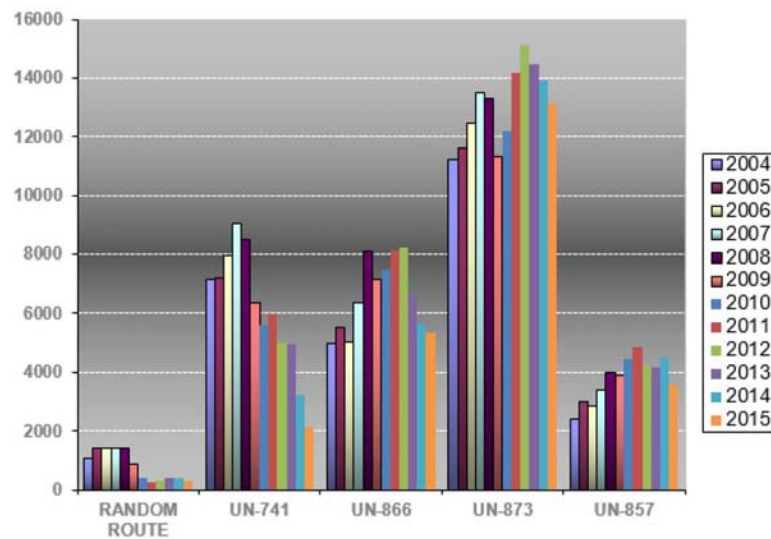
	TOTAL	RANDOM ROUTE	UN-741	UN-866	UN-873	UN-857
2004	26793	1052	7179	4960	11219	2383
2005	28762	1413	7220	5534	11609	2986
2006	29687	1429	7935	5037	12442	2844
2007	33708	1424	9039	6389	13484	3372
2008	35319	1399	8486	8113	13314	4007
2009	29622	845	6383	7173	11320	3901
2010	30102	399	5605	7466	12170	4462
2011	33414	261	5999	8129	14172	4853
2012	32869	292	5009	8237	15129	4202
2013	30645	388	4968	6634	14477	4178
2014	27674	402	3204	5650	13919	4499
2015	24460	308	2121	5330	13134	3567

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## Traffic per ATS route



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Daily traffic



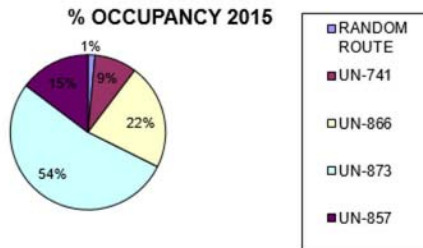
	TOTAL CORREDOR	RANDOM ROUTE		UN-741		UN-866		UN-873		UN-857	
		DAILY	%	DAILY	%	DAILY	%	DAILY	%	DAILY	%
2004	73	3	4%	20	27%	14	19%	31	42%	7	10%
2005	79	4	5%	20	25%	15	19%	32	41%	8	10%
2006	81	4	5%	22	27%	14	17%	34	42%	8	10%
2007	92	4	4%	25	27%	18	20%	37	40%	9	10%
2008	97	4	4%	23	24%	22	23%	36	37%	11	11%
2009	81	2	2%	17	21%	20	25%	31	38%	11	14%
2010	82	1	1%	15	18%	20	24%	33	40%	12	15%
2011	92	1	1%	16	17%	22	24%	39	42%	13	14%
2012	91	1	1%	14	15%	23	25%	42	46%	12	13%
2013	84	1	1%	14	17%	18	21%	40	48%	11	13%
2014	76	1	1%	9	12%	15	20%	38	50%	12	16%
2015	67	1	1%	6	9%	15	22%	36	54%	10	15%
2016	66	1	2%	5	8%	13	20%	38	58%	10	15%

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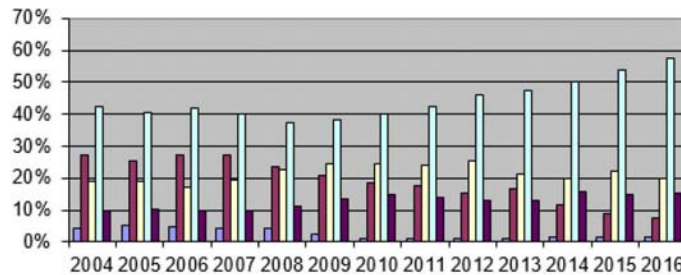
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Daily traffic



**% OCCUPANCY BY YEAR**



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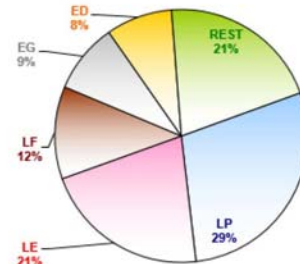
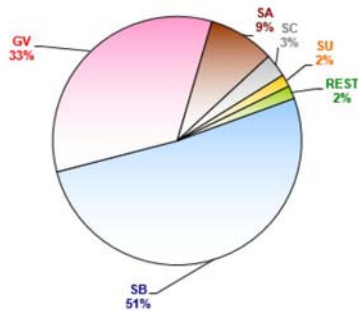
### Main flows



COUNTRY *	2014	2015	VAR %	COUNTRY *	2014	2015	VAR %
SB	15773	12601	-20%	LP	8136	7020	-14%
GV	7822	8206	5%	LE	5444	5225	-4%
SA	2604	2108	-19%	LF	4198	2896	-31%
SC	813	742	-9%	EG	1956	2189	12%
SU	185	392	112%	ED	2087	2071	-1%
REST	477	412	-14%	REST	5853	5059	-14%

\* ORIGIN / DESTINATION

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### Main airports



MAIN AIRPORT: <b>LPPT</b>	<b>ATS ROUTE</b>	<b>SOUTHBOUND</b>	<b>NORTHBOUND</b>	<b>TOTAL</b>	<b>% PER ROUTE</b>
% CORRIDOR: <b>27.24%</b>	RANDOM				
	UN-741	271		271	4%
	UN-866	1	1672	1673	25%
	UN-873	2328	2047	4375	66%
	UN-857	188	149	337	5%
	<b>TOTAL</b>	<b>2768</b>	<b>3868</b>	<b>6636</b>	

MAIN AIRPORT: <b>SBGR</b>	<b>ATS ROUTE</b>	<b>SOUTHBOUND</b>	<b>NORTHBOUND</b>	<b>TOTAL</b>	<b>% PER ROUTE</b>
% CORRIDOR: <b>24.69%</b>	RANDOM				
	UN-741	531		531	9%
	UN-866		1815	1815	30%
	UN-873	1262	1732	2994	50%
	UN-857	400	288	688	12%
	<b>TOTAL</b>	<b>2193</b>	<b>3645</b>	<b>6038</b>	

MAIN AIRPORT: <b>LEMD</b>	<b>ATS ROUTE</b>	<b>SOUTHBOUND</b>	<b>NORTHBOUND</b>	<b>TOTAL</b>	<b>% PER ROUTE</b>
% CORRIDOR: <b>19.78%</b>	RANDOM				
	UN-741	592		592	12%
	UN-866		1184	1184	24%
	UN-873	959	888	1847	38%
	UN-857	400	550	950	20%
	<b>TOTAL</b>	<b>2061</b>	<b>2716</b>	<b>4837</b>	

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### Main airports



MAIN AIRPORT: <b>GVAC</b>	<b>ATS ROUTE</b>	<b>SOUTHBOUND</b>	<b>NORTHBOUND</b>	<b>TOTAL</b>	<b>% PER ROUTE</b>
% CORRIDOR: <b>16.58%</b>	RANDOM				
	UN-741	143		143	4%
	UN-866	6	276	282	7%
	UN-873	1227	1628	3055	75%
	UN-857	245	331	576	14%
	<b>TOTAL</b>	<b>1621</b>	<b>2435</b>	<b>4056</b>	

MAIN AIRPORT: <b>SBGL</b>	<b>ATS ROUTE</b>	<b>SOUTHBOUND</b>	<b>NORTHBOUND</b>	<b>TOTAL</b>	<b>% PER ROUTE</b>
% CORRIDOR: <b>10.50%</b>	RANDOM				
	UN-741	179		179	7%
	UN-866		878	878	34%
	UN-873	384	393	777	30%
	UN-857	393	342	735	29%
	<b>TOTAL</b>	<b>956</b>	<b>1613</b>	<b>2569</b>	

MAIN AIRPORT: <b>LFIG</b>	<b>ATS ROUTE</b>	<b>SOUTHBOUND</b>	<b>NORTHBOUND</b>	<b>TOTAL</b>	<b>% PER ROUTE</b>
% CORRIDOR: <b>10.22%</b>	RANDOM				
	UN-741	35	4	39	2%
	UN-866	360		360	14%
	UN-873	421	789	1210	48%
	UN-857	173	105	278	11%
	<b>TOTAL</b>	<b>989</b>	<b>1510</b>	<b>2499</b>	

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### Main airports



MAIN AIRPORT: <b>SACZ</b>	<b>ATS ROUTE</b>	<b>SOUTHBOUND</b>	<b>NORTHBOUND</b>	<b>TOTAL</b>	<b>% PER ROUTE</b>
% CORRIDOR: <b>6.09%</b>	RANDOM				
	UN-741	351		351	17%
	UN-866		503	503	24%
	UN-873	432	417	849	40%
	UN-857	150	240	398	19%
	<b>TOTAL</b>	<b>933</b>	<b>1160</b>	<b>2101</b>	

MAIN AIRPORT: <b>CVMA</b>	<b>ATS ROUTE</b>	<b>SOUTHBOUND</b>	<b>NORTHBOUND</b>	<b>TOTAL</b>	<b>% PER ROUTE</b>
% CORRIDOR: <b>7.86%</b>	RANDOM				
	UN-741	65		65	3%
	UN-866		71	71	4%
	UN-873	1082	374	1456	76%
	UN-857	239	96	335	17%
	<b>TOTAL</b>	<b>1386</b>	<b>461</b>	<b>1927</b>	

MAIN AIRPORT: <b>SVWP</b>	<b>ATS ROUTE</b>	<b>SOUTHBOUND</b>	<b>NORTHBOUND</b>	<b>TOTAL</b>	<b>% PER ROUTE</b>
% CORRIDOR: <b>6.90%</b>	RANDOM				
	UN-741	53		53	3%
	UN-866	1		1	0%
	UN-873	638	661	1299	77%
	UN-857	177	130	307	19%
	<b>TOTAL</b>	<b>869</b>	<b>791</b>	<b>1667</b>	

MAIN AIRPORT: <b>EDDF</b>	<b>ATS ROUTE</b>	<b>SOUTHBOUND</b>	<b>NORTHBOUND</b>	<b>TOTAL</b>	<b>% PER ROUTE</b>
% CORRIDOR: <b>6.73%</b>	RANDOM				
	UN-741	204		204	15%
	UN-866		279	279	20%
	UN-873	266	344	610	44%
	UN-857	184	135	309	22%
	<b>TOTAL</b>	<b>654</b>	<b>758</b>	<b>1402</b>	

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## Main city-pair



CITY PAIR	TOTAL	% TOTAL
SBGR <-> LEMD	1732	7.08%
SAEZ <-> LEMD	1217	4.98%
GVNP <-> LPPT	1122	4.59%
SBGR <-> LFPG	874	3.57%
SBGR <-> LPPT	845	3.45%
GVAC <-> LPPT	747	3.05%
SBGL <-> LPPT	731	2.99%
SBGR <-> EDDF	630	2.58%
SBGL <-> LFPG	556	2.27%
SBRF <-> LPPT	548	2.24%
SCEL <-> LEMD	520	2.13%
SBGR <-> EGLL	495	2.02%
SBGL <-> LEMD	493	2.02%
GVAC <-> GCLP	454	1.86%
SBSV <-> LPPT	435	1.78%
GVSU <-> LPPT	404	1.65%
SAEZ <-> LFPG	396	1.62%
SBCF <-> LPPT	396	1.62%
GVAC <-> EGKK	395	1.61%
SUMU <-> LEMD	382	1.56%
REST	11088	45.33%

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## Evolution of AO's



AIRCRAFT OPERATOR	2014	2015	VARIATION
TAP	6985	5883	-15.8%
IBE	2835	2885	1.8%
AFR	3027	1887	-37.7%
TAM	2175	1450	-33.3%
TCV	1276	1111	-12.9%
TOM	856	1029	20.2%
AEA	753	936	24.3%
DLH	971	867	-10.7%
TUI	655	717	9.5%
BAW	563	584	3.7%
REST	7578	7111	-6.2%

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