



ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

WESTERN AND CENTRAL AFRICA OFFICE

**Twenty-Third Meeting on the Improvement of Air Traffic Services over the South Atlantic
(SAT/23)**

Durban, South Africa, 6-8 June 2018

Agenda Item 2: Air traffic management (ATM)

2.2 AIR TRAFFIC STATISTICS OF THE EUR-SAM CORRIDOR 2017

(Presented by SATMA)

SUMMARY
This information paper presents to SAT States global and detailed information about the air traffic statistics of the EUR-SAM Corridor during 2017.
REFERENCE(S): Report of the SAT22 meeting.
Related ICAO Strategic Objective(s): The working paper relates to the Air Navigation Capacity and Efficiency Strategic Objective of ICAO

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/23 meeting, this statistical data of the EUR-SAM Corridor will be available on SATMA web page: www.satmasat.com.

2. DISCUSSION

2015 and 2016 registered a sharp decrease in the global figures of the EUR-SAM Corridor respect with precedent years. Hence, the annual aircraft movements in 2015, 24460, was the worst figure registered in EUR/SAM Corridor since 2004, year when began this analysis and which denoted an -8.71% of drop. However, during 2017 has changed the trend and has registered a relevant increase in the global figures that is at similar level than 2014 or inclusive 2009.

The preliminary figures registered at the advanced analysis of 2018 show a sharp increase trend respect to 2017. For instance, the daily average demand in 2017 was 80 and in the 2018 is being 90. Therefore, the upward trend could be significant and consolidated.

Regarding the use of airways, the increment has been mainly focused on UN873. The rest of ATS routes keep practically the same percentage trend. One more year, the main origin/destination are airports located in Brazil and Portugal.

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

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 2017.

3. ACTION BY THE MEETING

The SAT/23 Meeting is invited:

- To analyse and discuss the conclusions of this WP and ANNEX.
- To determine if other air traffic statistics studies are needed to assess the evolution in the corridor.

ANNEX



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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-SAM corridor.
 - southbound traffic to/ from Cape Verde.

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Global figures of the EUR/SAM corridor



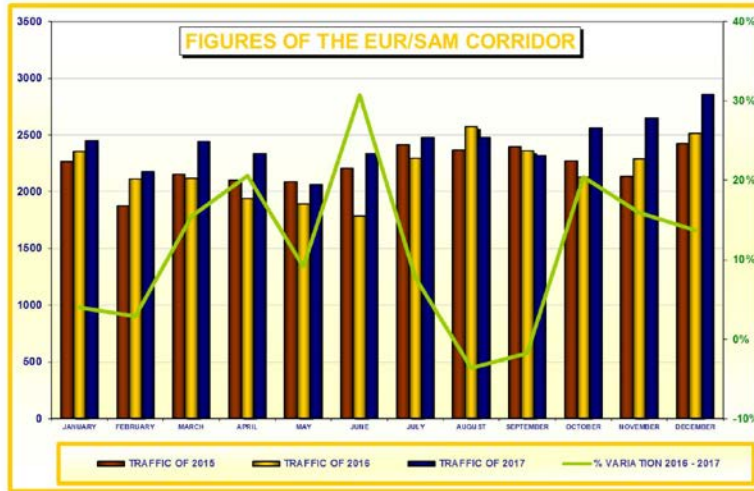
MONTH	SOUTHBOUND		NORTHBOUND		TOTAL TRAFFIC IN THE CORRIDOR				% VARIATION			
	2016	2017	2016	2017	2015	DAILY	2016	DAILY	2017	DAILY	2016 - 2016	2016 - 2017
JANUARY	1188	1098	1167	1351	2264	73	2355	76	2449	79	4%	4%
FEBRUARY	918	1012	1195	1163	1874	67	2113	73	2175	78	13%	3%
MARCH	908	1073	1209	1373	2151	69	2117	68	2446	79	-2%	16%
APRIL	916	1088	1021	1247	2099	70	1937	65	2335	78	-8%	21%
MAY	790	1010	1101	1055	2086	67	1891	61	2065	67	-9%	9%
JUNE	852	1025	935	1312	2205	74	1787	62	2337	78	-19%	31%
JULY	1139	1112	1159	1364	2415	78	2298	74	2476	80	-5%	8%
AUGUST	1217	1202	1358	1279	2368	76	2575	83	2481	80	9%	-4%
SEPTEMBER	1104	1121	1254	1196	2393	80	2358	79	2317	77	-1%	-2%
OCTOBER	1013	1339	1114	1222	2269	73	2127	69	2561	83	-6%	20%
NOVEMBER	969	1190	1319	1463	2134	71	2288	76	2653	88	7%	16%
DECEMBER	1144	1337	1369	1522	2423	78	2513	81	2859	92	4%	14%
AVERAGE	1013	1134	1183	1296	2223	73	2197	72	2430	80	-1%	11%

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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	13469	16113	29582	2465	81
2015	11613	15068	26681	2223	73
2016	12158	14201	26359	2197	72
2017	13607	15547	29154	2430	80

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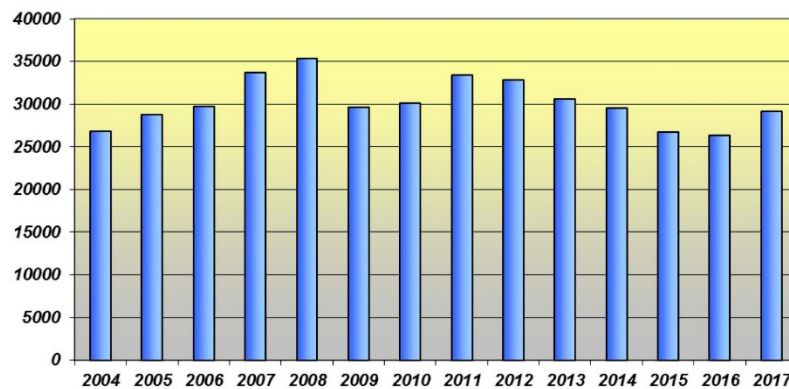
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Number of movements



TOTAL TRAFFIC IN THE CORRIDOR



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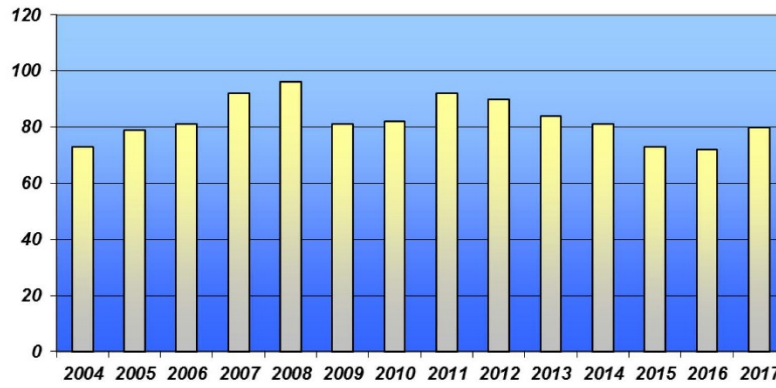
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Average daily traffic



DAILY



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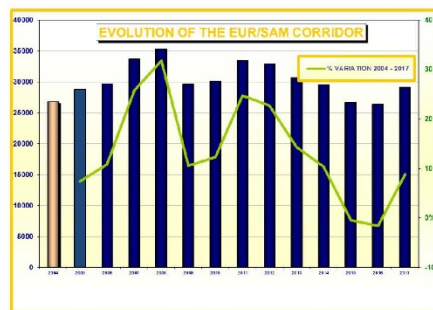
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EUR/SAM corridor evolution



FIGURES OF	SOUTH-BOUND	NORTH-BOUND	TOTAL TRAFFIC IN THE CORRIDOR	% INCREASE FROM 2004
2004	13100	13685	26785	-
2005	14088	14674	28762	7.3%
2006	14651	15036	29687	10.8%
2007	16704	17094	33798	25.8%
2008	17024	18295	35319	31.82%
2009	14258	15388	29622	10.56%
2010	14083	16019	30102	12.35%
2011	15426	17988	33414	24.71%
2012	15245	17624	32869	22.68%
2013	14778	15867	30645	14.38%
2014	13469	16113	29582	10.41%
2015	11613	15068	26681	-0.42%
2016	12158	14201	26359	-1.62%
2017	13607	15547	29154	8.81%



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Traffic per ATS route



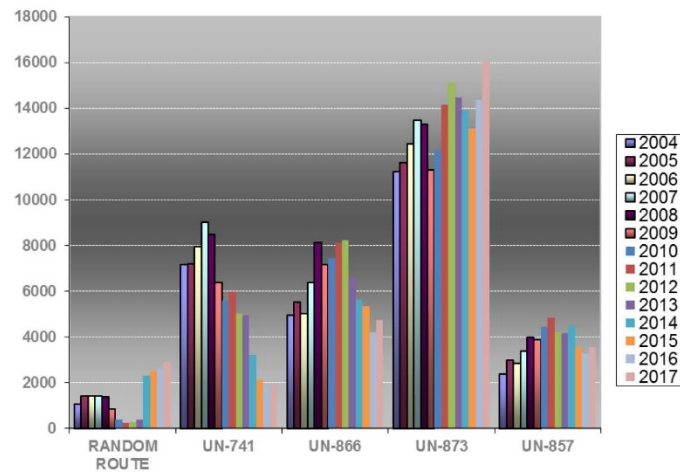
	TOTAL	RANDOM ROUTE	UN-741	UN-866	UN-873	UN-857
2004	26793	1052	7179	4960	11219	2383
2005	28762	1413	7220	5534	11609	2986
2006	29687	1429	7935	5037	12442	2844
2007	33708	1424	9039	6389	13484	3372
2008	35319	1399	8486	8113	13314	4007
2009	29622	845	6383	7173	11320	3901
2010	30102	399	5605	7466	12170	4462
2011	33414	261	5999	8129	14172	4853
2012	32869	292	5009	8237	15129	4202
2013	30645	388	4968	6634	14477	4178
2014	29582	2310	3204	5650	13919	4499
2015	26681	2529	2121	5330	13134	3567
2016	26359	2643	1840	4201	14383	3292
2017	29154	2933	1843	4745	16053	3580

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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	81	6	7%	9	11%	15	19%	38	47%	12	15%
2015	73	7	10%	6	8%	15	21%	36	49%	10	14%
2016	72	7	10%	5	7%	12	17%	39	54%	9	13%
2017	80	8	10%	5	6%	13	16%	44	55%	10	13%

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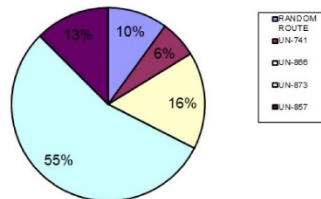
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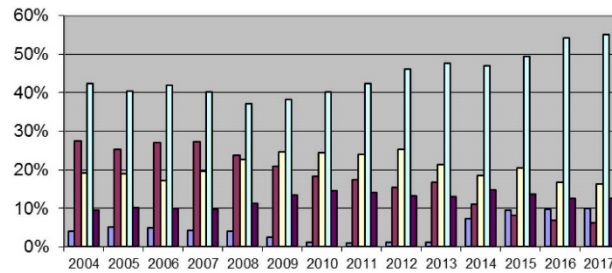
Daily traffic



% OCCUPANCY 2017



% OCCUPANCY BY YEAR



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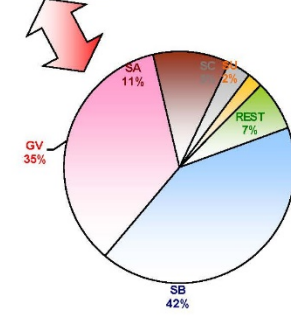
Main flows



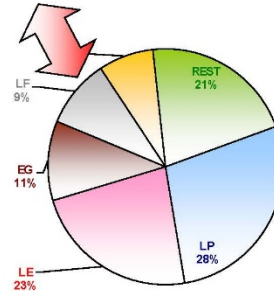
COUNTRY *	2016	2017	VAR %
SB	11296	12158	8%
GV	9185	10254	12%
SA	2716	3133	15%
SC	746	942	26%
SU	587	624	6%
REST	1829	2043	12%

COUNTRY *	2016	2017	VAR %
LP	6773	8143	20%
LE	5985	6703	12%
EG	2691	3181	18%
LF	2995	2746	-8%
ED	2066	2209	7%
REST	5849	6172	6%

* ORIGIN / DESTINATION



* ORIGIN / DESTINATION



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Main airports



MAIN AIRPORT: L.PPT	ATS ROUTE	SOUTHBOUND	NORTHBOUND	TOTAL	SUPER ROUTE
% CORRIDOR: #####	RANDOM	14	87	101	1%
	UN-741	312		312	4%
	UN-866	1	1477	1478	19%
	UN-873	2938	2223	5161	68%
	UN-857	300	236	536	7%
	TOTAL	3565	4023	7588	

MAIN AIRPORT: L.MAD	ATS ROUTE	SOUTHBOUND	NORTHBOUND	TOTAL	SUPER ROUTE
% CORRIDOR: #####	RANDOM	509	455	964	16%
	UN-741	599		599	10%
	UN-866		1194	1194	20%
	UN-873	1174	1326	2500	42%
	UN-857	475	279	754	13%
	TOTAL	2157	3234	6011	

MAIN AIRPORT: S.BGR	ATS ROUTE	SOUTHBOUND	NORTHBOUND	TOTAL	SUPER ROUTE
% CORRIDOR: #####	RANDOM	120	161	281	5%
	UN-741	363		363	6%
	UN-866		1474	1474	26%
	UN-873	1479	1544	3023	52%
	UN-857	458	166	624	11%
	TOTAL	2420	3345	5765	

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Main airports



MAIN AIRPORT: GVAC	ATS ROUTE	SOUTHBOUND	NORTHBOUND	TOTAL	% PER ROUTE
% CORRIDOR: #####	RANDOM	18	26	47	1%
	UN-741	138	3	141	3%
	UN-866	3	308	312	6%
	UN-873	1800	2414	4214	78%
	UN-857	158	527	686	13%
	TOTAL	2118	3162	5400	

MAIN AIRPORT: SAEZ	ATS ROUTE	SOUTHBOUND	NORTHBOUND	TOTAL	% PER ROUTE
% CORRIDOR: #####	RANDOM	346	312	658	21%
	UN-741	304		304	10%
	UN-866		465	465	15%
	UN-873	648	638	1286	42%
	UN-857	204	188	396	12%
	TOTAL	1502	1173	3078	

MAIN AIRPORT: GVBL	ATS ROUTE	SOUTHBOUND	NORTHBOUND	TOTAL	% PER ROUTE
% CORRIDOR: #####	RANDOM				
	UN-741	18		18	1%
	UN-866		26	26	1%
	UN-873	1312	579	1891	82%
	UN-857	346	21	367	16%
	TOTAL	1676	626	2302	

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Main airports



MAIN AIRPORT: SBGL	ATS ROUTE	SOUTHBOUND	NORTHBOUND	TOTAL	% PER ROUTE
% CORRIDOR: 7.90%	RANDOM	42	41	83	4%
	UN-741	77		77	4%
	UN-866		689	689	31%
	UN-873	292	354	646	30%
	UN-857	462	228	690	32%
	TOTAL	873	1092	2165	

MAIN AIRPORT: LPRG	ATS ROUTE	SOUTHBOUND	NORTHBOUND	TOTAL	% PER ROUTE
% CORRIDOR: 7.43%	RANDOM	54	123	182	9%
	UN-741	243		243	11%
	UN-866		432	432	20%
	UN-873	408	631	1039	49%
	UN-857	146	83	229	11%
	TOTAL	851	1274	2126	

MAIN AIRPORT: GVNP	ATS ROUTE	SOUTHBOUND	NORTHBOUND	TOTAL	% PER ROUTE
% CORRIDOR: 7.29%	RANDOM				
	UN-741	66	1	67	4%
	UN-866		33	33	2%
	UN-873	723	780	1503	79%
	UN-857	223	67	290	15%
	TOTAL	1012	881	1893	

MAIN AIRPORT: EDGE	ATS ROUTE	SOUTHBOUND	NORTHBOUND	TOTAL	% PER ROUTE
% CORRIDOR: 6.49%	RANDOM	107	80	187	11%
	UN-741	151		151	9%
	UN-866		276	276	17%
	UN-873	344	388	730	45%
	UN-857	186	87	283	17%
	TOTAL	788	824	1627	

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Main city-pair



CITY PAIR	TOTAL	% TOTAL
SBGR <-> LEMD	1772	6.1%
SAEZ <-> LEMD	1622	5.6%
GVNP <-> LPPT	1403	4.8%
SBGR <-> LPPT	951	3.3%
GVAC <-> LPPT	883	3.0%
SBGR <-> LFPG	842	2.9%
SBGL <-> LPPT	674	2.3%
SBKP <-> LPPT	630	2.2%
SBGR <-> EDDF	603	2.1%
SBRF <-> LPPT	603	2.1%
SUMU <-> LEMD	602	2.1%
SLVR <-> LEMD	534	1.8%
GVSU <-> LPPT	499	1.7%
GVAC <-> EHAM	487	1.7%
SBSV <-> LPPT	443	1.5%
SCEL <-> LEMD	429	1.5%
SBGR <-> EGLL	376	1.3%
GVAC <-> EGKK	365	1.3%
SBCF <-> LPPT	341	1.2%
GVAC <-> EGCC	341	1.2%
REST	14754	50.6%

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Evolution of AO's



AIRCRAFT OPERATOR	2016	2017	VARIATION
TAP	5463	6422	17.6%
IBE	2682	2667	-0.6%
AEA	1684	2010	19.4%
TOM	1338	1689	26.2%
AFR	1917	1528	-20.3%
TAM	813	1350	66.1%
DLH	924	922	-0.2%
BAW	851	848	-0.4%
TUI	671	700	4.3%
KLM	560	657	17.3%
REST	9456	10361	9.6%

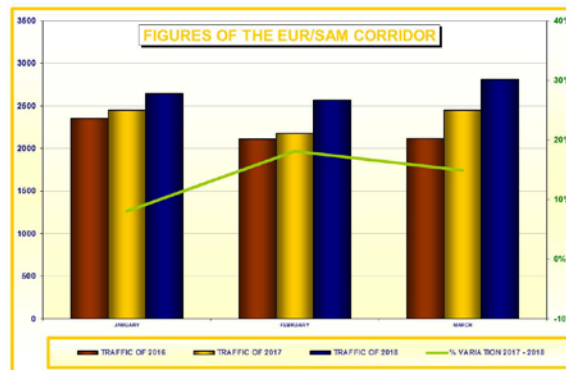
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2018 traffic evolution

MONTH	SOUTHBOUND		NORTHBOUND		TOTAL TRAFFIC IN THE CORRIDOR				% VARIATION			
	2017	2018	2017	2018	2016	DAILY	2017	DAILY	2018	DAILY	2016 - 2017	2017 - 2018
JANUARY	1098	1292	1351	1354	2355	76	2449	79	2646	88	4%	8%
FEBRUARY	1012	1157	1163	1412	2113	73	2175	78	2569	92	3%	18%
MARCH	1073	1372	1373	1438	2117	68	2446	79	2810	91	16%	15%
AVERAGE	1134	1274	1296	1401	2197	72	2430	80	2675	90	11%	14%



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Thank You

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-END-