



**FIFTEENTH MEETING ON THE IMPROVEMENT OF AIR TRAFFIC SERVICES OVER THE  
SOUTH ATLANTIC (SAT 15)**

**(LISBON, PORTUGAL 19- 21 MAY 2.010)**

**Agenda Item 1: Air Traffic Management (ATM)**

**1.3 Air traffic statistics of the EUR-SAM Corridor during 2.009 (comparative 2.008-2.009) and air  
traffic evolution since 2.004**

(Presented by SATMA)

**SUMMARY**

This paper presents to SAT States global and detailed information about the air traffic statistics of the EUR-SAM Corridor during year 2.009 as well as the evolution of these figures since 2.004

**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/15 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**

The global crisis also is affecting negatively the evolution of the traffic figures of the EUR-SAM Corridor. During 2.009 a decrease of 16% is detected and confirms the negative tendency initiated on September 2.008, being the peak period of decreases between January and June 2.009.

The global figures of 2.009 are very similar to the ones presented for year 2.006 but, after the implementation in 2.007 of two unidirectional routes, the figures shows a better distribution of the air traffic along the ATS routes:

UN741 was in 2.006 used by the 27% of the traffic, in year 2.009 was used by 22%. Quite the opposite, UN866 underused route in 2.006 with only the 17% of the traffic, was used in year 2.009 by the 24% of the traffic.

UN873 is still the most demanded route, but in 2.006 was used by 42% of the air traffic, in 2.009 its occupancy represents 38%.

The figures of 2.009 have also repercussions on the global evolution of the air traffic of the Corridor along the past 5 years period; For the period 2.004- 2.009 the EUR-SAM Corridor still shows a global positive increase of 10,6%. But this increase was 31,8% for the four years period 2.004- 2.008.

The figures for 2.010 also reflects a negative tendency; for the 3 months period January- March 2.010 a descend of air traffic of 5% is detected.

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

The SAT/15 Meeting is invited to analyse and discuss the conclusions of this WP.

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