



ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

WESTERN AND CENTRAL AFRICA OFFICE

Twenty-Fourth Meeting on the Improvement of Air Traffic Services over the South Atlantic (SAT/24)

Luanda, Angola, 3-4 June 2019

3.2 Review of Regional Monitoring Agencies report on Traffic Statistics, Safety procedures and operational procedures

3.2.1 AIR TRAFFIC STATISTICS OF THE EUR-SAM CORRIDOR 2018

(Presented by SATMA)

SUMMARY
This paper provides global and detailed information about the air traffic statistics of the EUR-SAM Corridor during 2018.
REFERENCE(S): Reports of the SAT23 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/24 meeting, this statistical data of the EUR-SAM Corridor will be available on SATMA web page: www.satmasat.com.

2. DISCUSSION:

2015 and 2016 were registered a sharp decrease in the global figures of the EUR-SAM Corridor respect with precedent years. Nevertheless, during 2017 started to change the trend and was registered a relevant increase in the global figures that was at similar level than 2014 or inclusive 2009. **2018** has consolidated this trend and preliminary figures registered at the advanced analysis of 2019 shows a sharp increase trend respect to previous years. For instance, the daily average demand in 2018 has been 99 (72 in 2016), the highest figure previously registered. Therefore, the upward trend the traffic in the EURSAM corridor is significant and consolidated.

Regarding the use of airways, all of them has registered a relevant increment. However, UN873 is the main one from traffic count point of view. On the other hand, 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 have been mainly due to the fall of Thomsonfly (TOM) and rise of LATAM (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 2018.

3. ACTION BY THE MEETING:

The meeting is invited to:

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

-END-

ANNEX



Scope

- The necessary flight plan information to perform this study is obtained from PALESTRA (Sub-system of ENAIRE's ATM System):
 - o The flight plan data contains initial flight plan information that is updated by radar and controllers with pilot position reports.
 - o 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 GJNET waypoints.
 - traffic using the random route.
 - o 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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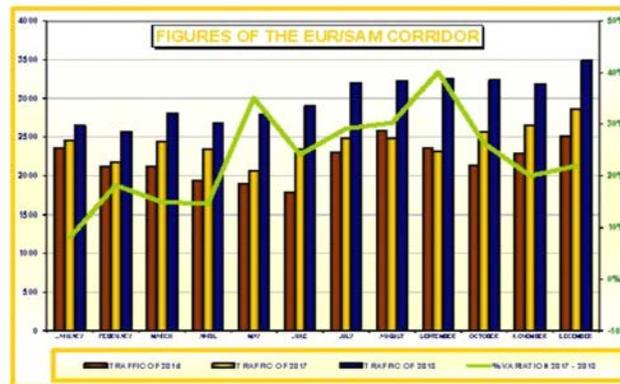
Global figures of the EUR/SAM corridor - 2018

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	2589	92	3%	18%
MARCH	1073	1372	1373	1438	2117	68	2446	79	2810	91	16%	15%
APRIL	1088	1168	1247	1505	1937	65	2335	78	2673	89	21%	14%
MAY	1010	1224	1055	1565	1891	61	2065	67	2789	90	9%	35%
JUNE	1025	1217	1312	1682	1787	62	2337	78	2899	97	31%	24%
JULY	1112	1472	1364	1725	2298	74	2476	80	3197	103	8%	29%
AUGUST	1202	1589	1279	1642	2575	83	2481	80	3231	104	-4%	30%
SEPTEMBER	1121	1638	1196	1608	2358	79	2317	77	3246	108	-2%	40%
OCTOBER	1339	1497	1222	1736	2127	69	2581	83	3233	104	20%	26%
NOVEMBER	1190	1598	1463	1584	2288	76	2653	88	3182	106	16%	20%
DECEMBER	1337	1672	1522	1813	2513	81	2859	92	3485	112	14%	22%
AVERAGE	1134	1408	1298	1589	2197	72	2430	80	2997	99	11%	24%

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Global figures of the EUR/SAM corridor- 2018



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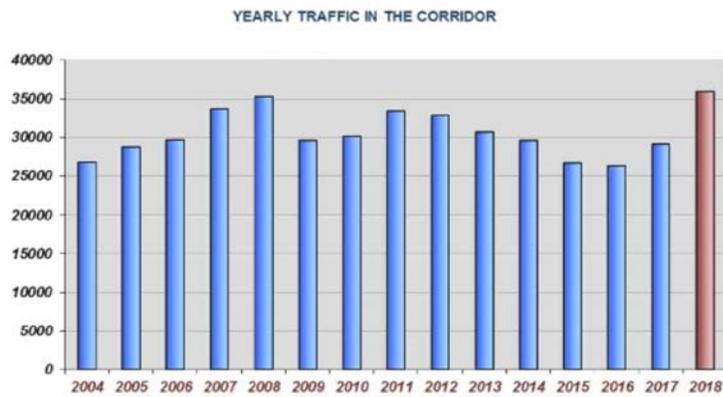
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Number of movements

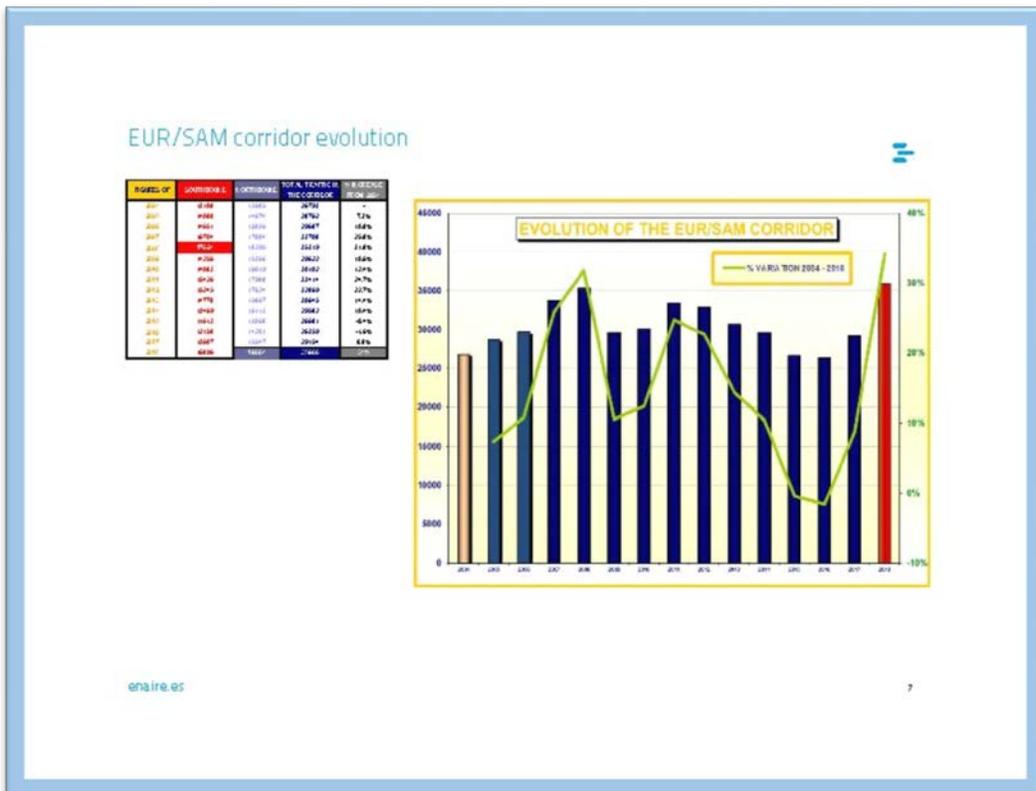
FIGURES OF	SOUTHBOUND	NORTHBOUND	TOTAL TRAFFIC IN THE CORRIDOR	MONTHLY	DAILY
2004	13108	13685	26793	2233	73
2005	14088	14674	28762	2397	79
2006	14651	15036	29687	2474	81
2007	16704	17004	33708	2809	92
2008	17824	18295	35319	2943	96
2009	14256	15366	29622	2468	81
2010	14083	16019	30102	2508	82
2011	15426	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
2018	16896	19864	35960	2997	99

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Number of movements-2018



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Traffic per ATS route

	TOTAL	RANDOM ROUTE	UN741	UN866	UN873	UN857
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
2018	35960	3956	2369	5055	19670	4910

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Daily traffic

	TOTAL CORRIDOR		UN741		UN866		UN873		UN857	
	DAILY	%	DAILY	%	DAILY	%	DAILY	%	DAILY	%
2004	73	4%	20	27%	14	19%	31	42%	7	10%
2005	79	4%	20	25%	15	19%	32	41%	8	10%
2006	81	4%	22	27%	14	17%	34	42%	8	10%
2007	92	4%	25	27%	18	20%	37	40%	9	10%
2008	97	4%	23	24%	22	23%	36	37%	11	11%
2009	81	2%	17	21%	20	25%	31	38%	11	14%
2010	82	1%	15	18%	20	24%	33	40%	12	15%
2011	92	1%	16	17%	22	24%	39	42%	13	14%
2012	91	1%	14	15%	23	25%	42	46%	12	13%
2013	84	1%	14	17%	18	21%	40	48%	11	13%
2014	81	6%	9	11%	15	19%	38	47%	12	15%
2015	73	7%	6	8%	15	21%	36	49%	10	14%
2016	72	7%	5	7%	12	17%	39	54%	9	13%
2017	80	8%	5	6%	13	16%	44	55%	10	13%
2018	89	11%	7	7%	14	16%	54	60%	13	15%

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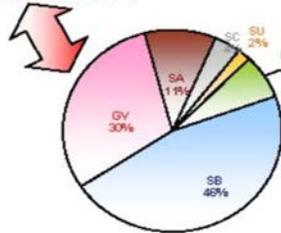
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Main flows

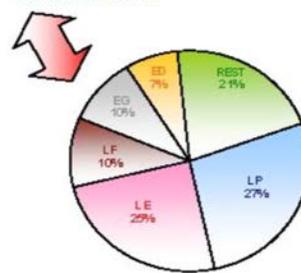
COUNTRY*	2017	2018	VAR%
SB	12110	10505	-13%
GV	8354	10950	31%
SA	3133	3791	21%
SC	942	1416	50%
SU	624	723	16%
REST	2043	2535	24%

COUNTRY*	2017	2018	VAR%
LE	6703	8932	33%
LF	2746	3666	34%
EG	3181	3523	11%
ED	2208	2588	17%
REST	6172	7579	23%

*ORIGIN / DESTINATION



*ORIGIN / DESTINATION



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Main airports

MAIN AIRPORT :	ATA ROUTE	% OF PRODUCE	TOTAL	% OF PRODUCE	
MAIRIAIRFORE : LEB	BAKDOM	42	138	227	7%
%OO PROOR :	UN41	291	184	291	7%
	UN88	184	184	184	17%
	UN72	2674	2672	8248	62%
	UN57	248	47	788	5%
	TOTAL	4095	384	9214	

MAIN AIRPORT :	ATA ROUTE	% OF PRODUCE	TOTAL	% OF PRODUCE	
MAIRIAIRFORE : LEB	BAKDOM	211	138	422	7%
%OO PROOR :	UN41	484	184	464	6%
	UN88	184	184	1826	20%
	UN72	2184	227	4421	66%
	UN57	748	138	898	12%
	TOTAL	3699	582	5164	

MAIN AIRPORT :	ATA ROUTE	% OF PRODUCE	TOTAL	% OF PRODUCE	
MAIRIAIRFORE : LEB	BAKDOM	88	138	121	17%
%OO PROOR :	UN41	822	184	822	12%
	UN88	1	138	1218	17%
	UN72	1426	184	2121	42%
	UN57	822	138	1182	18%
	TOTAL	2139	582	2242	

MAIN AIRPORT :	ATA ROUTE	% OF PRODUCE	TOTAL	% OF PRODUCE	
MAIRIAIRFORE : LEB	BAKDOM	2	2	2	0%
%OO PROOR :	UN41	172	172	172	5%
	UN88	172	172	172	5%
	UN72	2241	2242	4824	22%
	UN57	222	222	294	10%
	TOTAL	2824	582	6164	

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Main city-pair

CITY PAIR	TOTAL	% TOTAL
SAEZ <-> LEMD	2009	5.59%
SBGR <-> LEMD	1926	5.38%
SBGR <-> LPPT	1414	3.93%
GVAC <-> LPPT	1258	3.50%
SBGR <-> LFPG	1218	3.39%
GWNP <-> LPPT	1199	3.33%
SCEL <-> LEMD	905	2.52%
SBGL <-> LPPT	840	2.34%
SBRF <-> LPPT	823	2.29%
SBKP <-> LPPT	780	2.17%
SBGR <-> EDDF	752	2.09%
SUMJ <-> LEMD	711	1.98%
SLVR <-> LEMD	664	1.85%
SBGR <-> EGLL	650	1.81%
GVSF <-> LPPT	559	1.55%
SBSV <-> LPPT	558	1.55%
SBGR <-> LIMC	493	1.37%
GVAC <-> EHAM	487	1.35%
SBGR <-> LIRF	451	1.25%
SBGL <-> LFPG	431	1.20%
REST	17832	49.59%

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Evolution of AO's

AIRCRAFT OPERATOR	2017	2018	VARIATION
TAP	6422	7675	19.5%
IBE	2687	3411	27.9%
TAM	1350	2863	112.1%
AEA	2010	2593	29.0%
AFR	1528	2053	34.4%
TOM	1689	1844	9.2%
DLH	922	927	0.5%
TCV	637	890	39.7%
KLM	657	882	34.2%
BAW	848	828	-2.4%
REST	10424	11994	15.1%

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