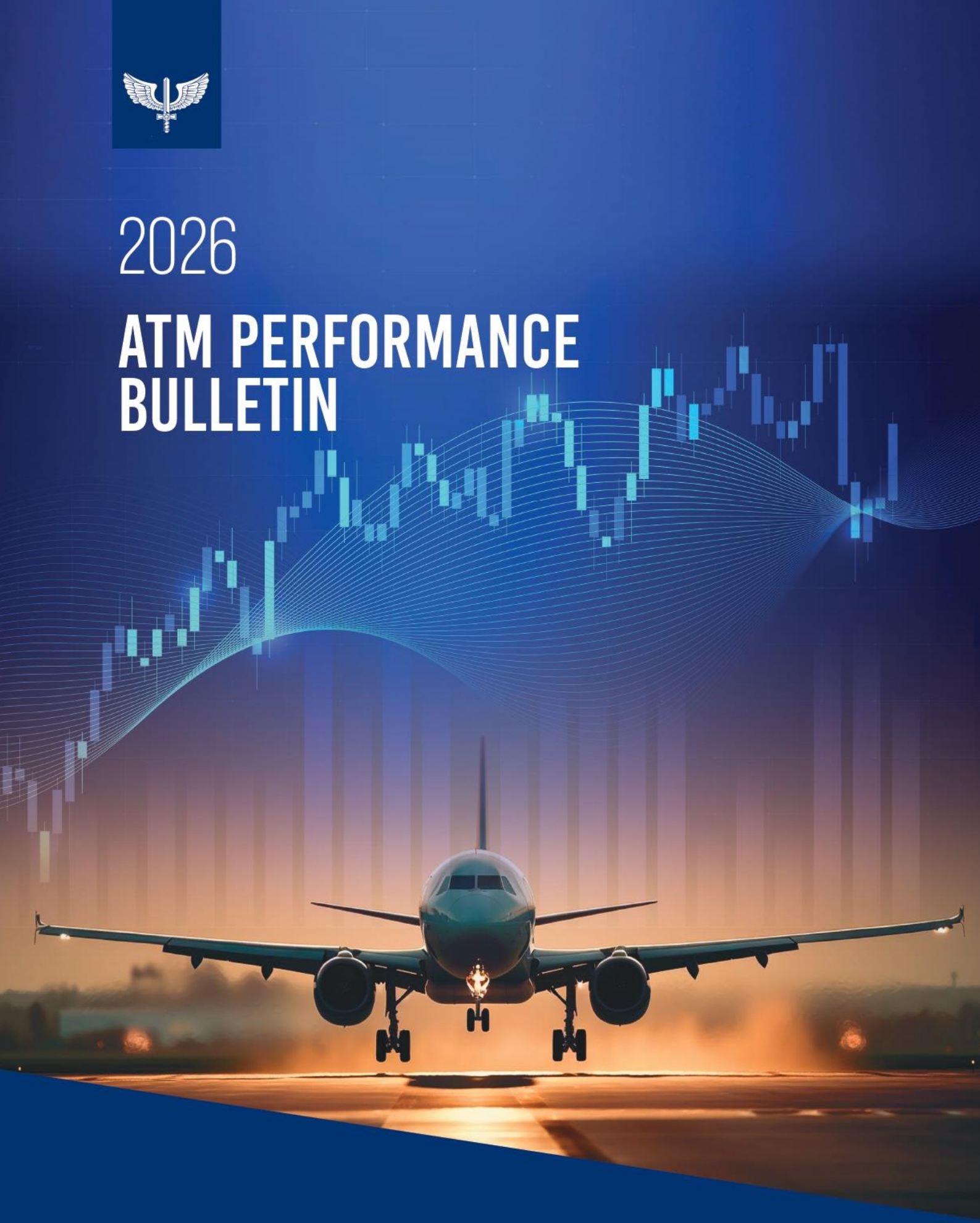
2026

ATM PERFORMANCE BULLETIN



Departamento
de Controle do Espaço Aéreo
Department of Airspace Control

PERFORMANCE
OF SISCEAB

2026

ATM PERFORMANCE BULLETIN


LATAM
TAM

EXECUTIVE SUMMARY

The **2026 ATM Performance Bulletin** presents a consolidated view of the performance of the Brazilian Airspace Control System (SISCEAB), with the year 2025 as its operational reference. The document reflects the commitment of the Department of Airspace Control (DECEA) to transparency, performance-oriented management and strengthening of data-driven decision-making in line with the guidelines of the International Civil Aviation Organization (ICAO).

The year 2025 was marked by the consolidation of the expansion of Brazilian aviation, which reached the historic mark of approximately 2.95 million landings and take-offs, highlighting the robustness of the sector and the increasing complexity of the operational environment. This scenario reinforced the importance of integrated planning, capacity management and coordinated action among all ATM community actors.

From a performance perspective, SISCEAB demonstrated consistent progress in the main operational domains. The predictability indicators maintained consistent levels of punctuality, reflecting advances in operational coordination and integration between service providers and operators. However, there is room for improvement in arrival punctuality compared to the 70% reference target, reinforcing the importance of continuing actions aimed at optimizing the management of arrival sequences, and the demand and capacity balancing.

The capacity analysis confirms that most of the main national hubs operate within the planned limits, although certain high-density environments require continuous monitoring and structuring actions to support future growth. The increase in ATFM measures directly accompanies the expansion of air traffic, demonstrating the maturity of tactical and pre-tactical management of traffic flow in Brazil.

In the field of Safety, the results reaffirm safety as a central value of SISCEAB, with significant reduction of critical indicators and maintenance of levels within established targets. As for Security, the increase in occurrences highlights the need for continuous adaptation to the evolution of technological and operational threats, reinforcing the relevance of strengthening actions of awareness, prevention and collaborative coordination among the various actors in the sector.

Also noteworthy is the strengthening of ATM Community participation, made evident by high satisfaction rates with the services provided by DECEA and the increasing integration of airspace users in processes of planning, implementation and evolution of air navigation services.

More than presenting indicators, this Bulletin materializes the evolution of performance culture at SISCEAB, reinforcing the transition to an increasingly collaborative, data-driven model aligned with international best practices. The results presented here constitute not only a portrait of the performance achieved, but also a strategic instrument to guide future decisions and support the safe, efficient and sustainable development of Brazilian aviation

ALSO AVAILABLE IN ELECTRONIC FORMAT:

DECEA, 2026. ATM Performance Bulletin - 2026
First edition, 2024. Rio de Janeiro – RJ

https://performance.decea.mil.br/

SUMMARY

DEMAND

DEMAND

In 2025, the Brazilian air sector consolidated a sustained expansion trajectory, reaching the historic mark of 2.95 million landings and take-offs at 100 monitored aerodromes. More than some quantitative result, this performance makes evident the structural strengthening of national aviation, driven by a favorable macroeconomic environment, the incorporation of technologies and the sector's ability to sustain consistent growth.

This scenario reinforces the need for integrated planning, performance-driven management and continuous adequacy of system capacity in order to ensure safety, predictability and efficiency in the face of growing demand.

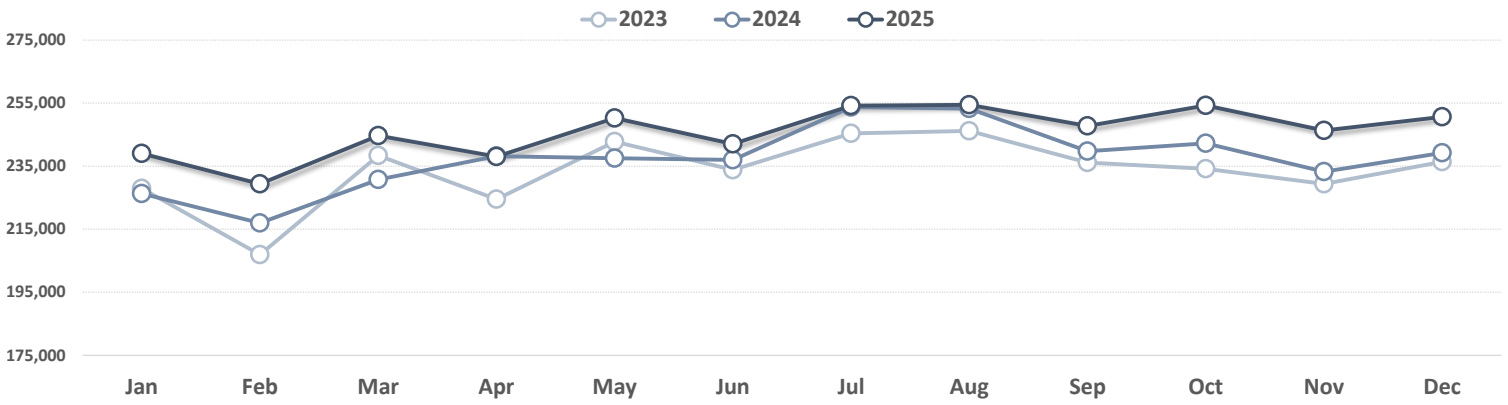
2.95 MILLION MOVEMENTS (2025)

↑ 4% (2024/2025)

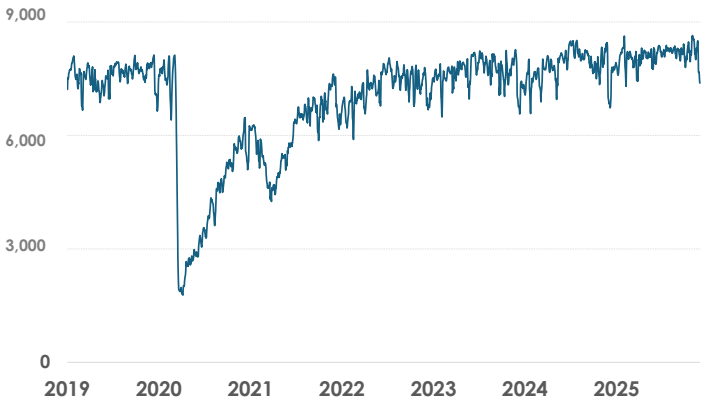
↑ 2% (2023/2024)

Total Movements - Monthly and Annual

Movements	Part %	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	Variation	
Total	100%	2023	227,953	206,891	238,353	224,513	242,736	233,813	245,369	246,186	236,168	234,145	229,401	236,403	2,801,931		
Commercial	60%		149,483	124,623	140,152	132,081	140,803	134,984	148,942	145,362	136,739	137,553	133,942	142,967	1,667,631		
General	33%		67,968	69,569	81,187	76,383	82,118	80,219	78,852	81,345	80,868	77,913	79,366	81,803	937,591		
Military	7%		10,502	12,699	17,014	16,049	19,815	18,610	17,575	19,479	18,561	18,679	16,093	11,633	196,709		
Total	100%	2024	226,303	216,966	230,768	238,186	237,516	237,005	253,710	253,296	239,776	242,274	233,221	239,194	2,848,215	▲	2%
Commercial	59%		145,218	130,444	137,301	138,076	133,563	133,873	150,698	145,595	139,395	143,846	137,371	146,062	1,681,442	▲	1%
General	35%		70,205	73,512	78,415	82,070	85,894	85,734	85,056	91,116	85,248	82,510	82,034	82,110	983,904	▲	5%
Military	6%		10,880	13,010	15,052	18,040	18,059	17,398	17,956	16,585	15,133	15,918	13,816	11,022	182,869	▼	-7%
Total	100%	2025	239,054	229,382	244,674	238,063	250,233	242,062	254,182	254,453	247,750	254,284	246,284	250,655	2,951,076	▲	4%
Commercial	59%		152,214	133,779	141,644	139,531	144,185	140,355	150,976	146,487	143,032	149,304	142,751	150,859	1,735,117	▲	3%
General	36%		78,160	82,710	88,820	84,362	89,834	87,495	89,320	94,076	90,003	90,588	91,080	89,113	1,055,561	▲	7%
Military	5%		8,680	12,893	14,210	14,170	16,214	14,212	13,886	13,890	14,715	14,392	12,453	10,683	160,398	▼	-12%



National Moving Average from 2019 to 2025



In 2025, air traffic showed a 4% growth compared to 2024. This result shows an acceleration in the pace of growth, exceeding the 2% variation of the previous year. The performance reinforces the maturity of the sector's recovery, which reached a cumulative total of 2,951,076 movements last year.

The continuous evolution, driven by general and commercial aviation, confirms the consolidation of a higher structural level of traffic, reflecting the operational maturity of the system.

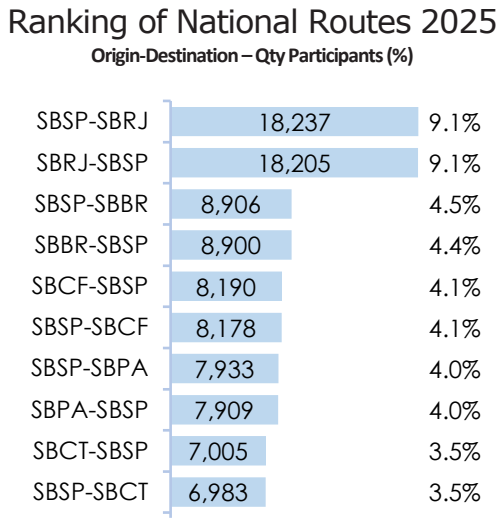
DEMAND

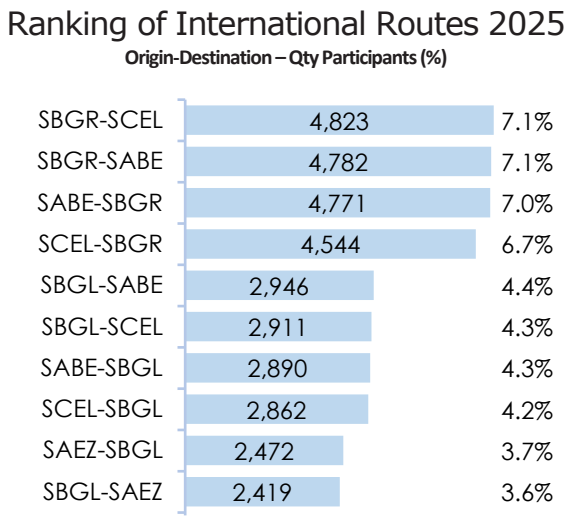
RANKING OF MOVEMENTS 2025 (DEP + ARR)

				Annual Change 2024/2025
1º	SBGR	Guarulhos	306,225	▲ 5.6%
2º	SBSP	Congonhas	214,916	▼ -8.4%
3º	SBBR	Brasília	157,135	▲ 6.2%
4º	SBGL	Galeao	129,551	▲ 18.2%
5º	SBKP	Campinas	124,788	▲ 2.0%
6º	SBCF	Confins	118,272	▲ 3.6%
7º	SBJR	Jacarepagua	106,318	▲ 29.0%
8º	SBRF	Recife	84,865	▼ -8.6%
9º	SBSV	Salvador	83,064	▲ 3.8%
10º	SBRJ	Santos Dumont	74,296	▲ 0.8%
11º	SBPA	Porto Alegre	67,365	▲ 108.0%
12º	SBMT	Campo de Marte	66,781	▲ 14.7%
13º	SBCT	Curitiba	62,413	▲ 2.6%
14º	SBBH	Pampulha	62,080	▲ 10.9%
15º	SBGO	Goiania	57,685	▲ 2.0%
16º	SBBE	Belem	56,601	▼ -2.2%
17º	SBFZ	Fortaleza	55,234	▲ 2.2%
18º	SBFL	Florianopolis	51,180	▲ 1.3%
19º	SBJD	Jundiai	49,301	▲ 24.4%
20º	SBEG	Manaus	46,713	▲ 2.4%
21º	SBVT	Vitoria	46,660	▲ 1.1%
22º	SBCY	Cuiaba	46,101	▼ -1.0%
23º	SBFS	Faról de São Tome	35,481	▲ 3.4%
24º	SBBI	Bacacheri	33,768	▲ 4.8%
25º	SBYS	Pirassununga	32,671	▼ -9.8%
26º	SBNV	Nacional de Aviacao	26,663	▲ 15.6%
27º	SBME	Macae	25,927	▼ -0.3%
28º	SBJH	Catarina	25,662	▲ 52.4%
29º	SBNF	Navegantes	25,443	▼ -0.4%
30º	SBMO	Maceio	24,388	▼ -0.3%
31º	SBPS	Porto Seguro	24,002	▲ 13.2%
32º	SBUL	Uberlandia	23,201	▲ 6.8%
33º	SBRP	Ribeirao Preto	23,106	▼ -1.0%
34º	SBCG	Campo Grande	22,043	▼ -5.8%
35º	SBSL	Sao Luis	21,565	▲ 3.2%
36º	SBMG	Maringa	19,868	▼ -2.1%
37º	SBSR	São Jose do Rio Preto	19,672	▲ 3.4%
38º	SBFI	Foz do Iguacu	19,350	▲ 4.7%
39º	SBMI	Marica	18,015	▲ 48.0%
40º	SBSG	Sao Goncalo do Amarante	17,748	▼ -11.9%
41º	SBSJ	Sao Jose dos Campos	15,990	▼ -2.0%

NOTE

In the above ranking, the top 40 airports in relation to the number of movements are listed, plus the airport of Sao Jose dos Campos (SBSJ), that make up the selected ADs of the operating concessionaires.





The Rio-Sao Paulo air bridge remains the most representative route of the country, with participation greater than twice the second most flown route, São Paulo-Brasilia. The most frequent international destinations from Brazil are Argentina and Chile, recording 20,280 and 15,140 movements, respectively.

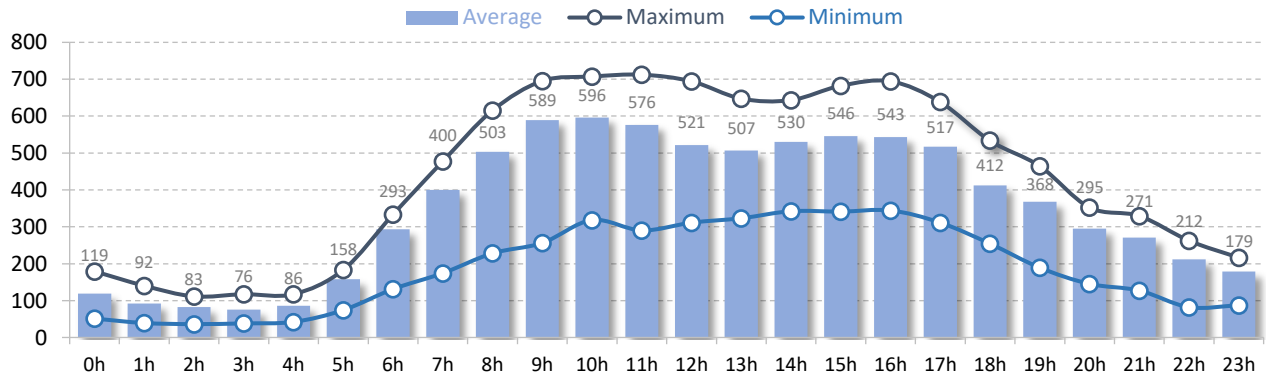
International aerodromes mentioned:

SABE - Aeroparque Jorge Newbery / Argentina
SAEZ - Buenos Aires International Airport - Ezeiza / Argentina
SCEL - Santiago International Airport / Chile

Total Movements - Weekdays and Average

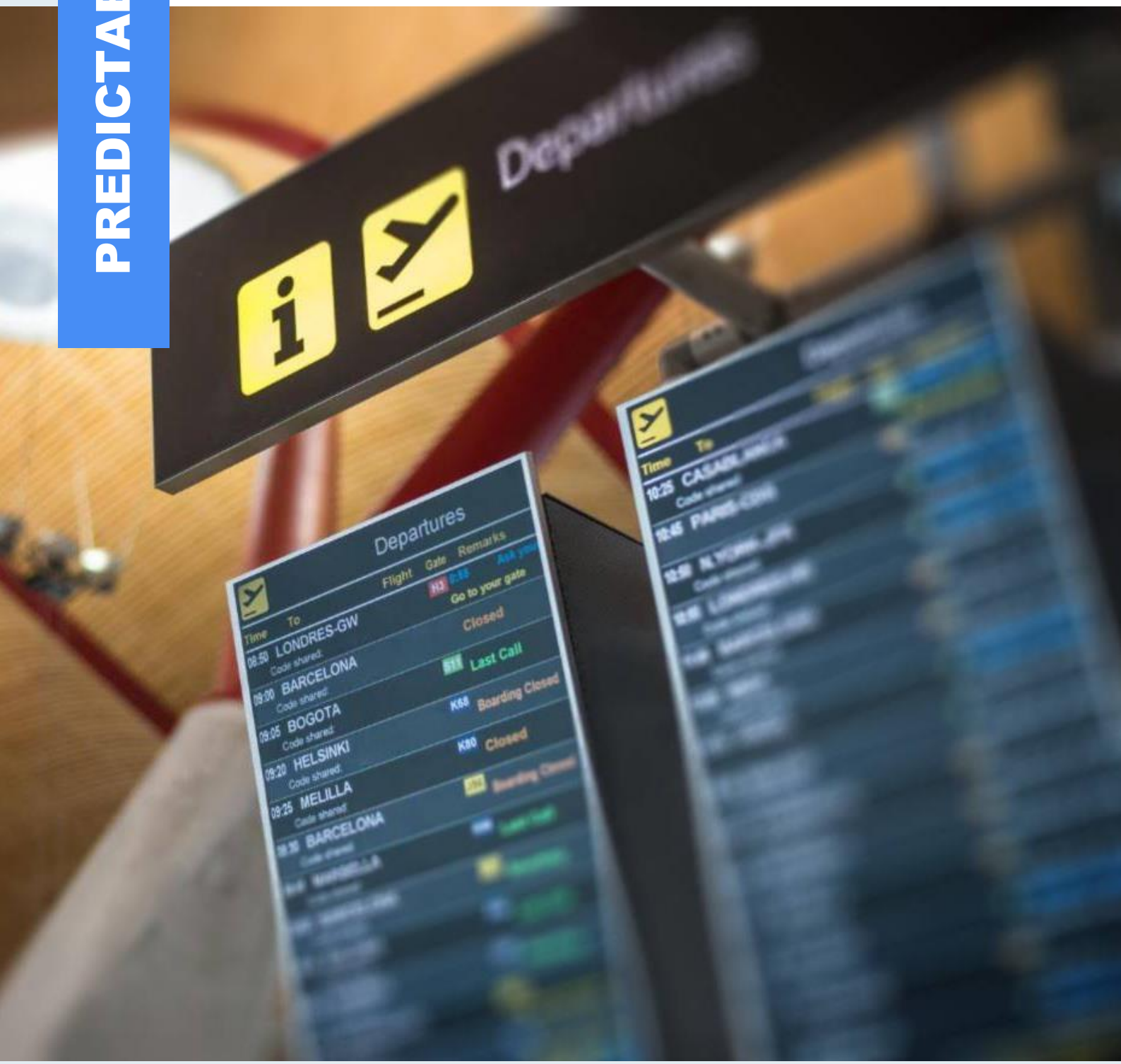
Year		Mon	Tue	Wed	Thu	Fri	Sat	Sun	Total
2024	**Average**	7,911	7,984	8,234	8,415	8,359	6,746	6,819	**7,782**
	Particip.	102%	103%	106%	108%	107%	87%	88%	**100%**
2025	**Average**	8,146	8,331	8,501	8,692	8,695	7,071	7,153	**8,085**
	Particip.	101%	103%	105%	108%	108%	87%	88%	**100%**

Daily Average of Movements (Dep and ARR) Hourly from Monday to Friday - 2025



The weekly average of movements at airports is 8,085. Generally speaking, Thursday and Friday morning periods are the busiest at airports for landings and take-offs. Throughout the day there are two peak moments, one in the morning at 10 am with 596 movements, and another in the afternoon at 3 pm with 546 movements.

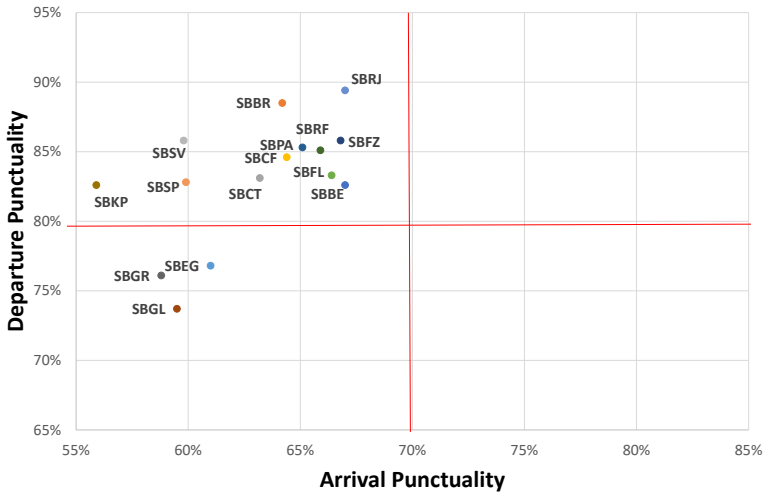
PREDICTABILITY



PREDICTABILITY

KPI 01 - DEPARTURE PUNCTUALITY		KPI 14 - ARRIVAL PUNCTUALITY	
80.6%	81.9%	64.3%	62.7%
YEAR 2024	YEAR 2025	YEAR 2024	YEAR 2025

Dispersion of Punctuality in 2025



Predictability assesses the ability of airspace users and ANSPs to maintain consistent and reliable levels of punctuality. These indicators were monitored to ensure the provision of a high quality and predictable service to passengers and air operators.

Overall, performance remained consistent, with most aerodromes operating above or close to the 80% mark of punctuality at departures. Locations such as Santos Dumont Airport (SBRJ), Brasilia Airport (SBBR) and Recife Airport (SBRF) stand out positively, as presenting the best punctuality departure rates in the country.

The Galeao Airport (SBGL), Guarulhos Airport (SBGR) and Eduardo Gomes Airport (SBEG) presented the lowest levels, located in the lower left quadrant, with arrival punctuality rates below 70% and departures below 80%.

KPI 01 - DEPARTURE PUNCTUALITY

Airport	Departure Punctuality	Movement
SBRJ	89.4%	28,276
SBBR	88.5%	57,590
SBFZ	85.8%	19,607
SBSV	85.8%	28,277
SBPA	85.3%	27,387
SBRF	85.1%	36,650
SBCT	84.6%	25,910
SBFL	83.3%	17,504
SBCF	83.1%	56,781
SBSP	82.8%	92,665
SBBE	82.6%	15,616
SBKP	82.6%	58,092
SBEG	76.8%	14,387
SBGR	76.1%	139,710
SBGL	73.7%	56,941

AIRLINE	Departure Punctuality	Movement
GOL	84.5%	186,900
AZUL	84.2%	209,461
LATAM	80.6%	212,674

Regarding the departure punctuality, Santos Dumont airport (SBRJ) and Gol Airline led the ranking.

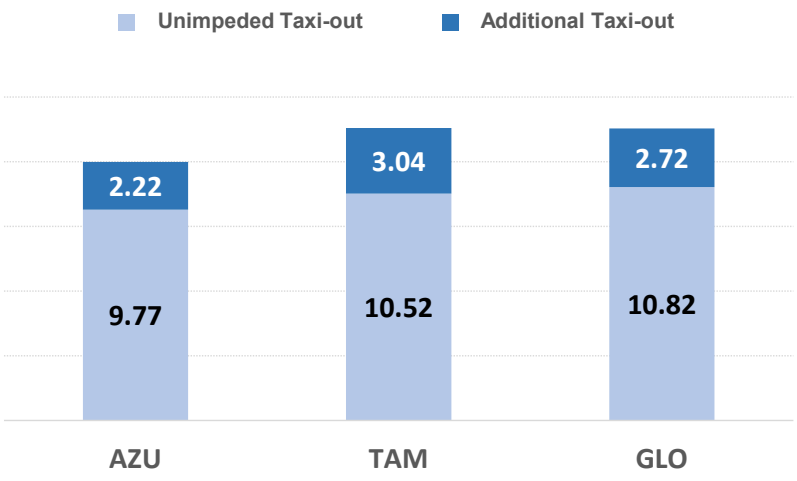
This is one of the indicators widely monitored by the various stakeholders, allowing comparative analyses between airports and airlines. This benchmarking process contributes to the identification of good practices and opportunities for improvement, promoting the continuous improvement of system performance as a whole.

EFFICIENCY

EFFICIENCY

KPI 02 – ADDITIONAL TAXI - OUT TIME

10.37	2.89
UNIMPEDED TAXI-OUT	ADDITIONAL TAXI-OUT



Efficiency aims to ensure the operational and economic viability of all stages of air operations. From another perspective, airspace users want to follow the most efficient route for each phase of flight.

The additional time range in the taxi-out between the main companies is between 2.22 and 3.04 minutes. The consolidated average time for the period is 2.89 minutes of additional time, a value considerably lower than the national average previously recorded which was 4.27 minutes. This variation between airlines may represent distinct operational strategies or differences in each operator's air network.

In the results by location, it is observed that the additional taxi-out time ranges from 1.04 minutes (SBRJ) to 4.79 minutes (SBGR).

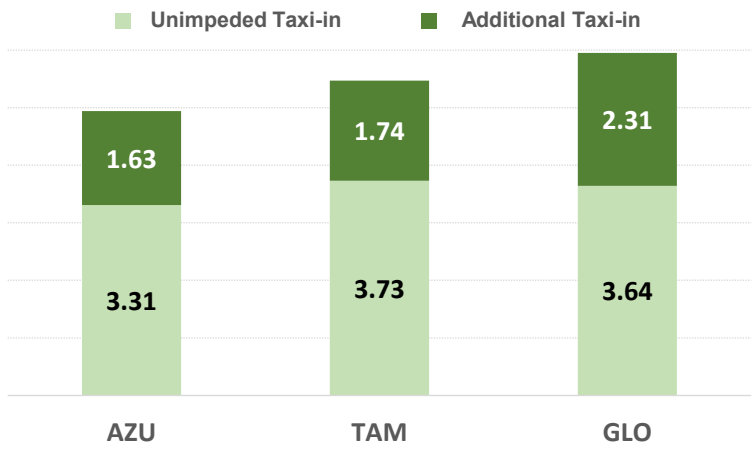
NOTE: Times are expressed in minutes

EFFICIENCY

KPI 13 - ADDITIONAL TAXI - IN TIME

3.60
UNIMPEDED TAXI-IN

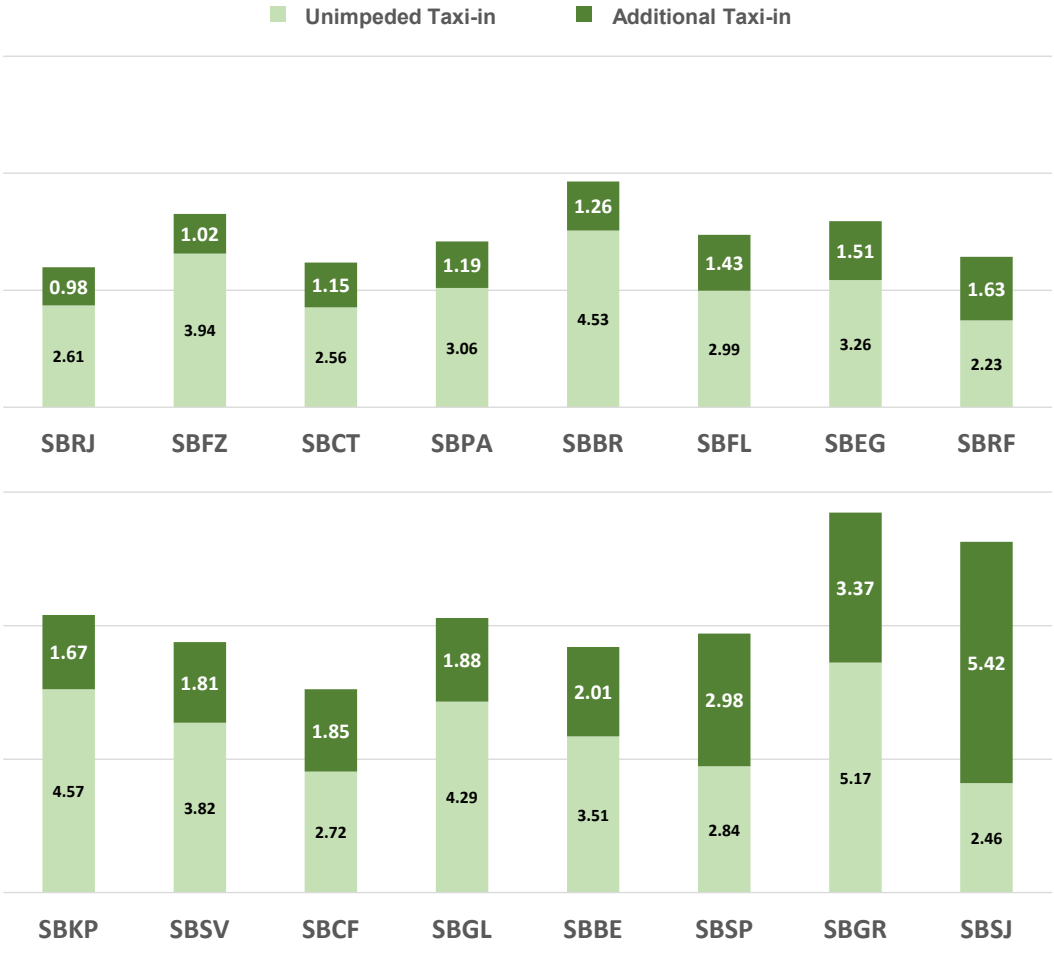
1.96
ADDITIONAL TAXI-IN



The additional time range in the taxi-in between airlines is between 1.63 and 2.31 minutes, with a consolidated national average of 1.96 minutes. This metric reflects the agility to move the aircraft after landing to full parking.

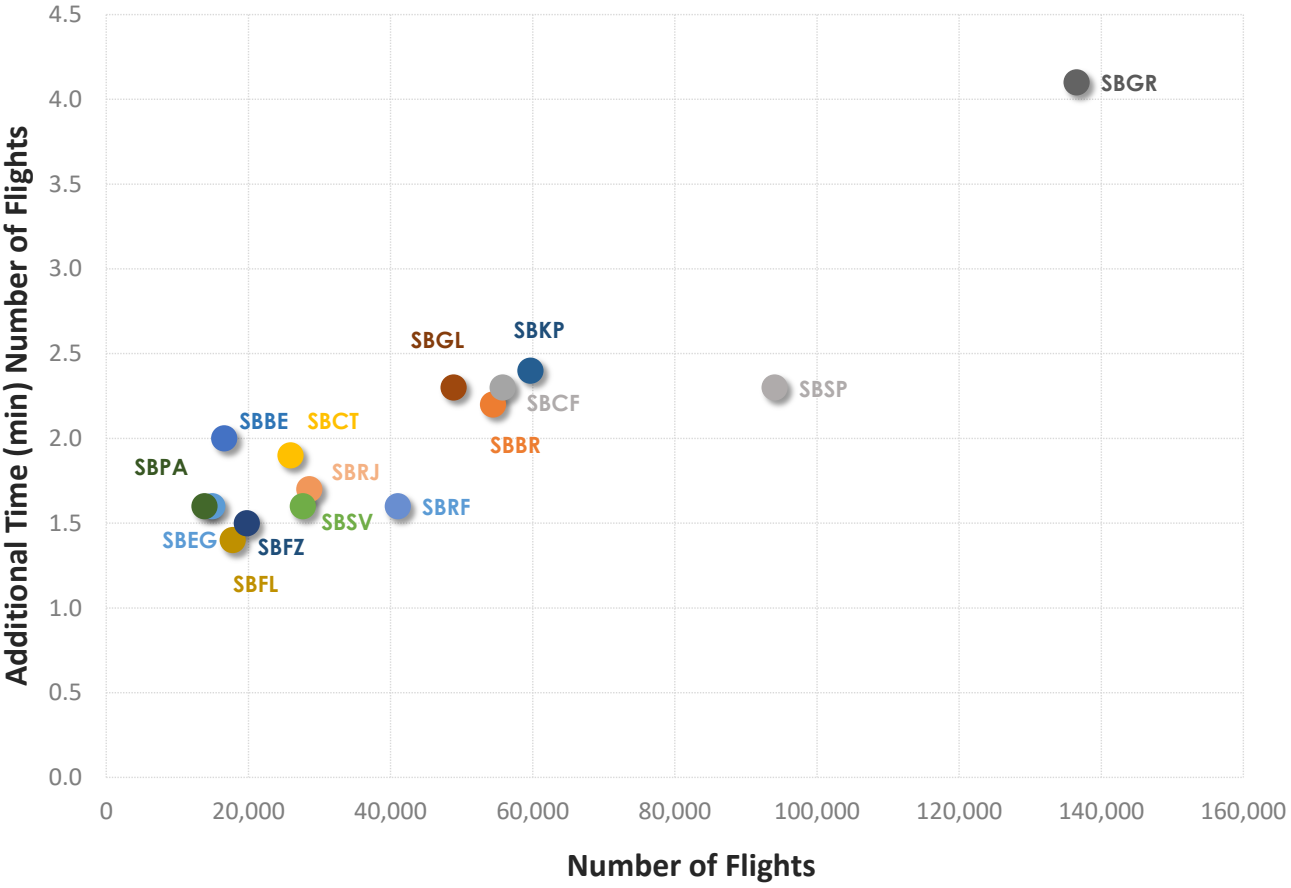
The interval per company is quite narrow (from 1.63 to 2.42 minutes), which denotes a standardization in the arrival maneuvers at the boarding bridges. However, the analysis points to Sao Jose dos Campos airport (SBSJ) as a point outside the curve, with 5.42 minutes of additional time, contrasting with the agility of Santos Dumont airport (SBRJ).

NOTE: Times are expressed in minutes



EFFICIENCY

KPI 08 –ADDITIONAL TIME AT TMAs



In the context of KPI 08, it is observed that the aerodromes of Guarulhos (SBGR) and Congonhas (SBSP), although included in the same Terminal Area-Sao Paulo (TMA-SP), showed different behavior regarding the additional arrival time. The operation associated with SBGR concentrated the largest volume of movements, more than 130 thousand flights, which contributed to the increase in the average additional time to approximately 4.1 minutes. On the other hand, SBSP, even subjected to a high level of demand close to 95,000 flights maintained the additional time around 2.3 minutes, showing differences in operational dynamics, demand profile and management of arrival sequences within the same terminal structure.

When analyzing terminal areas with lower traffic density, it is observed that reduced volumes do not necessarily result in greater operational fluidity. TMAs associated with Belem (SBBE) and Manaus (SBEG), although operating below the range of 20,000 annual flights, presented additional times between 1.5 and 2.0 minutes, approaching the values recorded in significantly more demanded terminal environments, such as those associated with Confins (SBCF) and Brasilia (SBBR). In this context, TMA-Brasilia stands out, which consolidated high efficiency performance by maintaining additional competitive time, around 2.2 minutes, even processing a significant volume of approximately 55 thousand flights, showing balance between demand, capacity and organization of arrivals.

NOTE

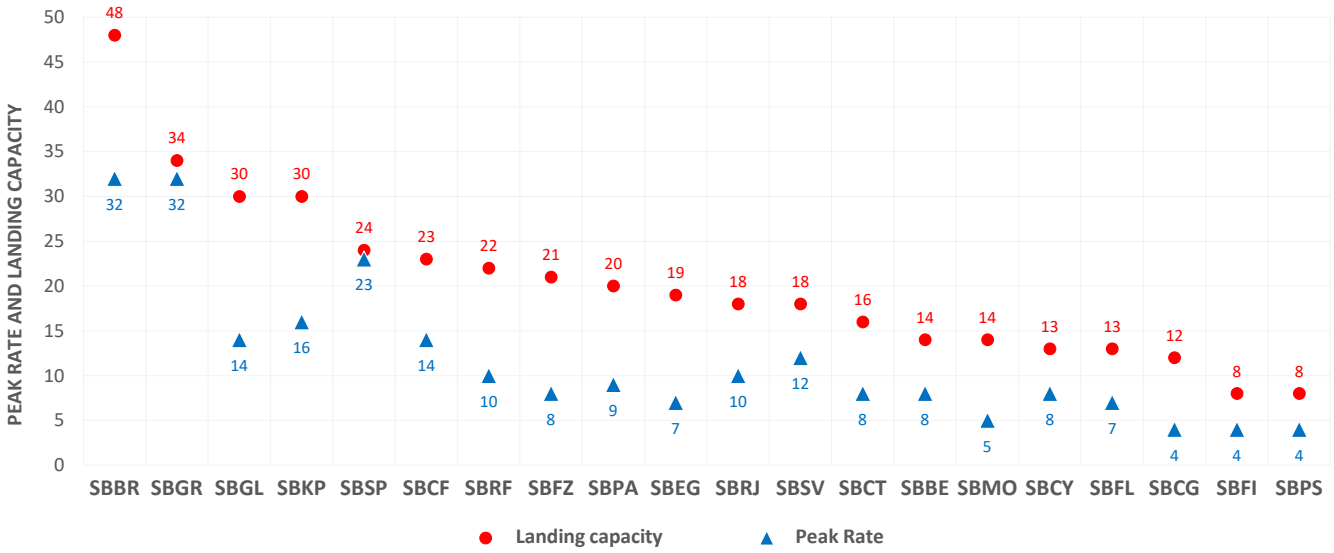
Airports SBSJ, SBMT, SBJR and SBJH were not included as they are not yet monitored for this indicator.

CAPACITY

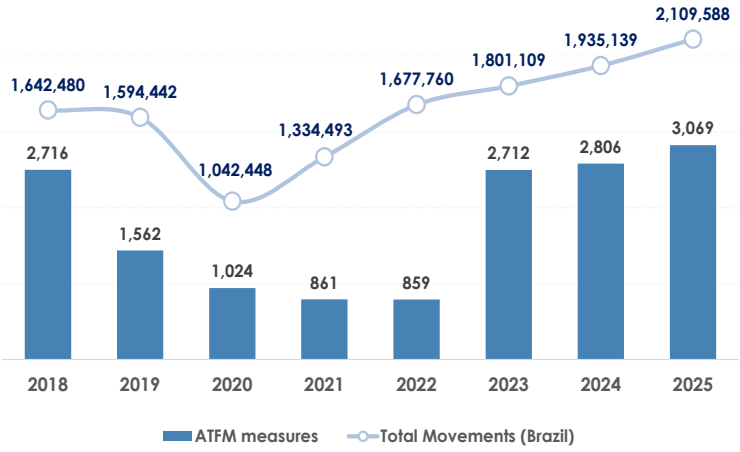
CAPACITY

ARR Capacity (KPI 09) x Peak Rate (KPI 10)

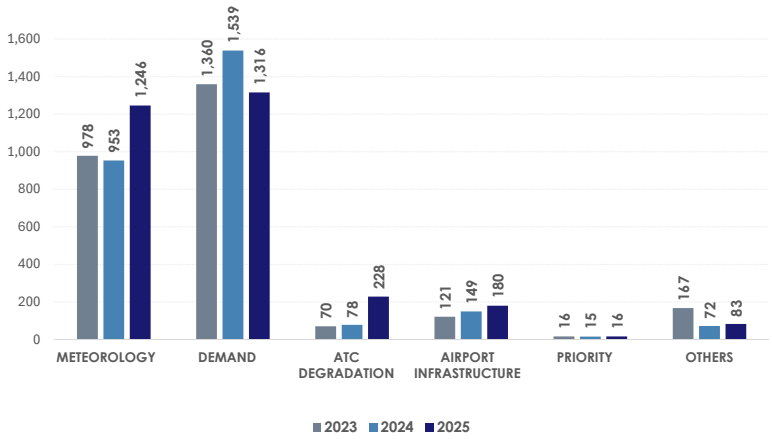
Capacity is based on the idea that ANSP should make maximum use of available capacity to meet demand from airspace users, while avoiding any restrictions on air traffic flow.



Total ATFM Measures 2018-2025



Causes of ATFM Measures



Landing Capacity (KPI 09) continues to operate at levels that meet the Peak Rate (KPI 10) in most Brazilian airports, ensuring the fluidity of airspace. Congonhas Airport (SBSP) remains as the point of greatest attention, with its peak rate of 23 movements approaching the limit of its capacity of 24, indicating the need for investments to serve a larger number of users. Other national hubs demonstrate different levels of operational slack, with emphasis on Brasilia airport (SBBR), 32 movements in peak hour for declared capacity of 48, showing greater margin between observed demand and available capacity.

FLOW MANAGEMENT

This increase in flow management is a direct reflection of the growth of total air traffic, which surpassed the mark of 2.95 million landings and take-offs in 2025, requiring more frequent action by ANSP to maintain safety and traffic ordering.

ATM COMMUNITY PARTICIPATION

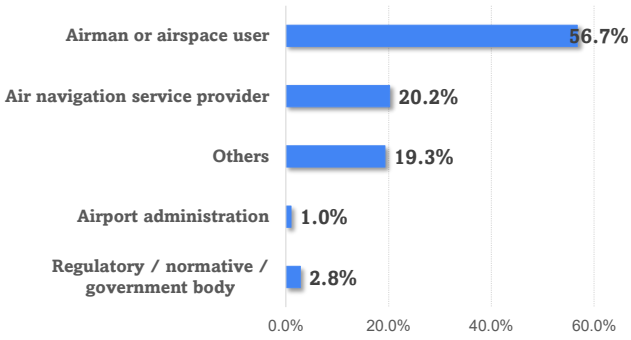
ATM COMMUNITY PARTICIPATION

This area considers that the ATM Community should be involved in planning, implementing and operating the system to ensure that the evolution of air navigation services meets the expectations of the Community members.

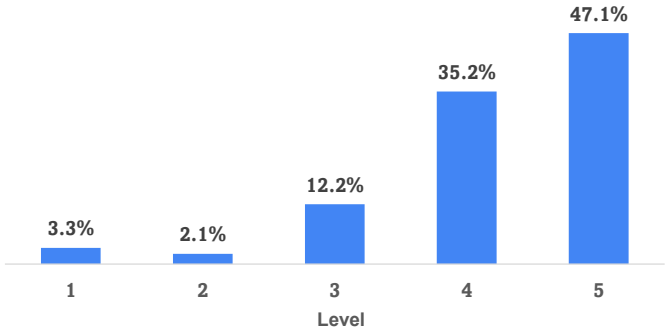
The 2025 edition of the Customer Satisfaction Survey was responded by 605 members of the ATM community. Among the user profiles, the largest participations were of Airmen or airspace users and Air Navigation Service Providers, comprising 70.9% of the sample space.

Overall, the ATM community showed a high level of satisfaction with the air navigation services provided by DECEA, totaling more than 82% of positive reviews, with 35.2% rated as “good” and 47.1% as “excellent”.

Profile of participants



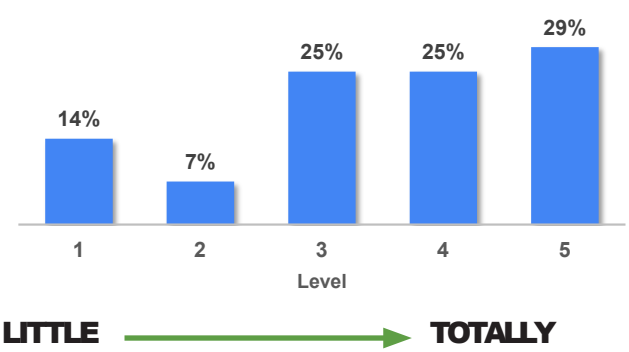
Level of satisfaction with DECEA



DECEA plays a crucial role as the organization responsible for decisions concerning the planning, implementation and operation of Air Navigation Systems (ANS). From the beginning of these projects, participation and involvement of all stakeholders is a priority, and DECEA is increasingly committed to fostering the integration of the parties involved in these processes, with a challenge being to increase the percentage of perceived inclusion of the ATM community, which currently records 54% of positive reviews (grades 4 and 5).

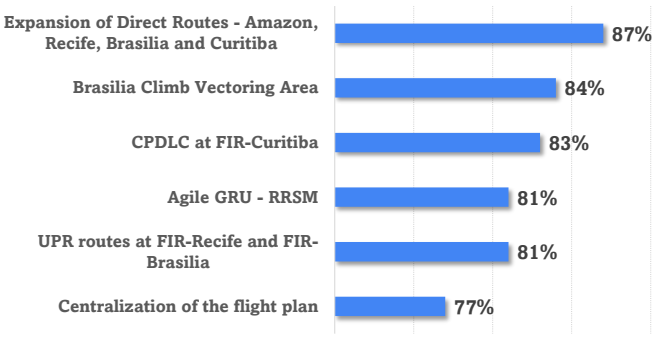
Among the DECEA implementations at SISCEAB, all evaluated initiatives had over 75% of approval, with emphasis on the Expansion of Direct Routes (87%), the Climb Vectoring Area in Brasilia (84%) and the CPDLC at FIR-Curitiba (83%). The Agile GRU - RRSM project also had excellent performance, with 81% of positive evaluation.

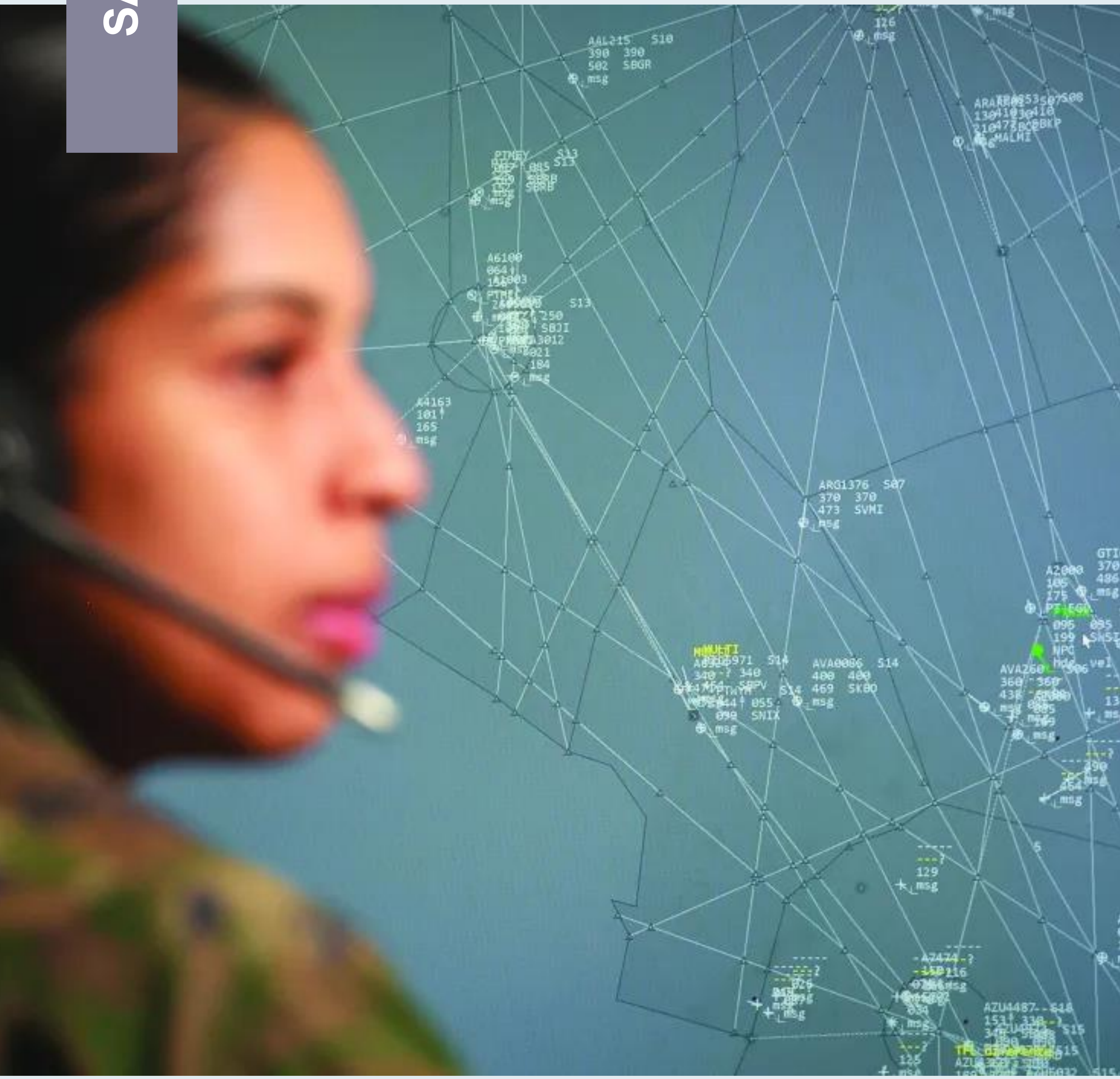
Perception of the inclusion of the ATM community in SISCEAB processes



LITTLE → TOTALLY

Level of satisfaction with the SISCEAB implementations

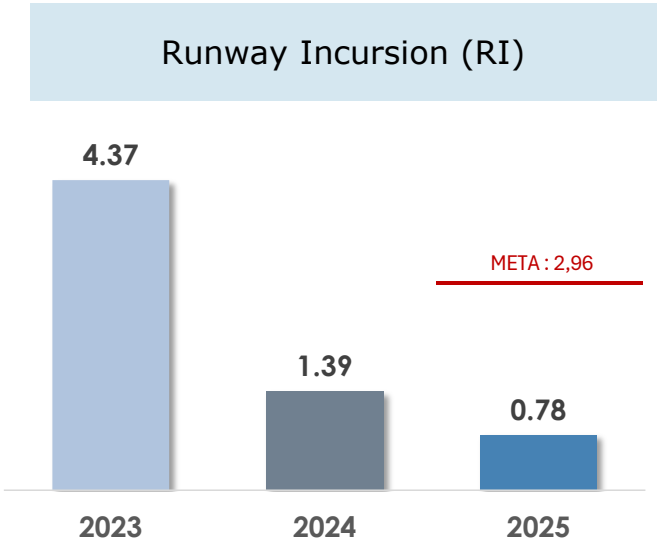


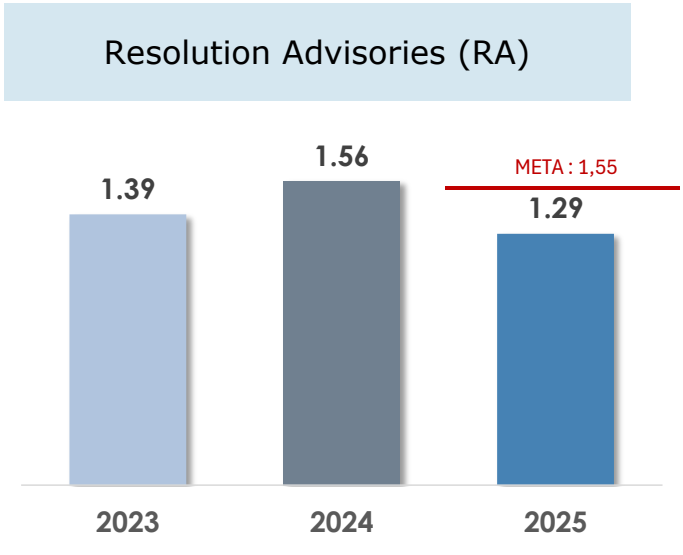

AAL215 S10
390 390
502 SBGR
A6100
A4163
ARG1376 S07
370 370
473 SVMI
AVA0086 S14
400 400
469 SKBO

SAFETY

Safety remains the central pillar of aviation, with air traffic management playing a key role in mitigating systemic risks. The continued application of standardized rules and structured risk management practices has contributed to accident prevention and the progressive reduction of serious incidents. In the 2025 outlook, the system showed significant progress in critical runway indicators, highlighting the reduction of the rate of Runway Incursion, which fell from 4.37 in 2023 to 0.78 in 2025, consistently below the established target of 2.96.

With regard to aircraft proximity warnings, the Resolution Advisories (RA) also showed a favorable reduction in the last year. After 1.56 occurrences in 2024, the index fell to 1.29 in 2025, meeting the goal of remaining below 1.55.





SECURITY

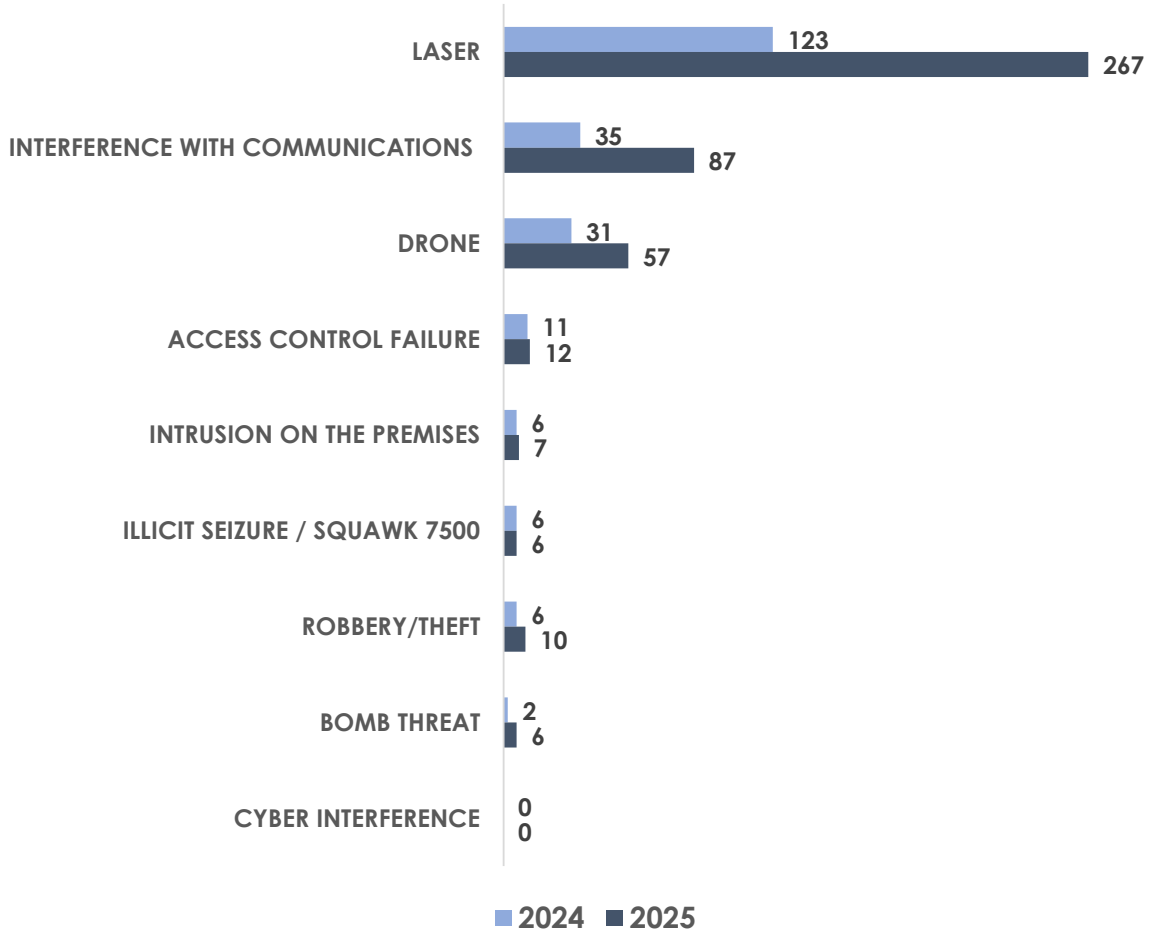
SECURITY

OCCURRENCES		
220	452	↑ 105%
2024	2025	

The concept AVSEC or Aviation Security refers to acts of unlawful interference. Such threats may arise from intentional or unintentional actions affecting aircraft, people, or ground facilities.

The primary objective of AVSEC is to ensure the protection and safety of passengers, crew, ground staff, general public, aircraft and facilities at an airport serving civil aviation against acts of unlawful interference on the ground or in flight.

The security area recorded a significant increase of 105% in aviation security incidents, mainly due to high use of lasers and interference in communications, with an increase of 107% and 148%, respectively, in 2025.



DECEA increasingly seeks the implementation of Performance Management culture at SISCEAB and the participation of the entire ATM community in this process. So, if you have any suggestions or questions, please send your comment through DECEA Customer Service.

For more information and ATM Performance data, please visit the website https://performance.decea.mil.br/ or click on the QR code below.

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OF SISCEAB