AZƏRAERONAVİQASİYA

Air Traffic Report 2015

Foreword

This report presents statistics and provides detailed characteristics of air traffic data at the aerodromes and in the airspace of the Republic of Azerbaijan in 2015.

Year 2015 is marked by conducting the 1st European Games in Baku. The 1st European Games were the inaugural edition of the European Games, an international multi-sport event for athletes representing the National Olympic Committees of Europe. It took place in Baku from 12 to June 28, 2015, and featured almost 6,000 athletes from 50 countries. Azerbaijan was visited by many tourists from different countries, in addition to the sporting delegations taking part in the competitions during the 1st European Games. Considering the geographical location of Azerbaijan, Heydar Aliyev International Airport was the main gateway for guests. Aviation authorities have taken appropriate steps to ensure the proper level of the airport capacity and airspace. New passenger terminal and Air Traffic Control Center were put into operation in 2014. RNAV1 SIDs and STARs have been implemented in Baku Heydar Aliyev International Airport since April 30, 2015. The measures taken were part of the success of hosting this significant event.

The economic crisis, which sweeping the world community, has not spared Azerbaijan. Azerbaijan is an oil-exporting country. Record low prices affected the economic climate in the country and it has affected the traffic flying to and from Azerbaijan airports. For the first time in the last 15 years it has been marked by negative trend compared to the previous year.

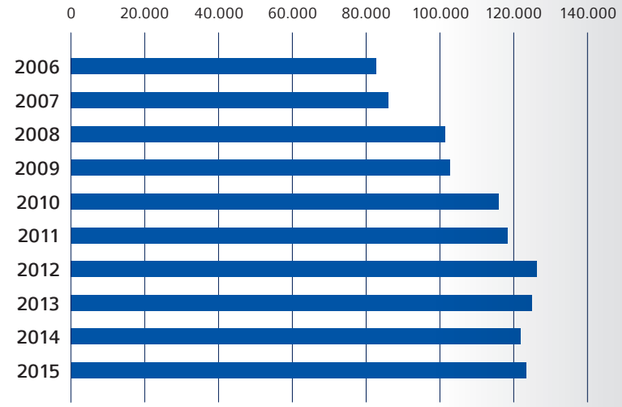
2015 is characterized by complicated political processes in a number of regions, as a consequence entailed military actions. It has influenced to the air traffic flow, which has changed direction. Airlines are forced to bypass the airspace of eastern Ukraine, Iraq and Syria. Also airspace over the Crimea has been closed. These restrictions have played own role in changing of the direction of traffic flows through the airspace of the Republic of Azerbaijan.

AZƏRAERONAVİQASİYA

01 The airspace of the Republic of Azerbaijan. Baku Flight Information Region [UBBA FIR].

1.1 Traffic development

In Azerbaijan, the number of flights under instrument flight rules [IFR] recorded in 2015 increases to a total of 128041 and it is a growth of 1.6% compared to 2014. Traffic has been stabilized after a fall in 2014. Although movements at the aerodromes of the Republic of Azerbaijan have been decreased, significant growth of transit flights through the airspace effected to the total amount. Average figure of number of IFR flights in Baku FIR in 2015 is 351 aircraft per day.



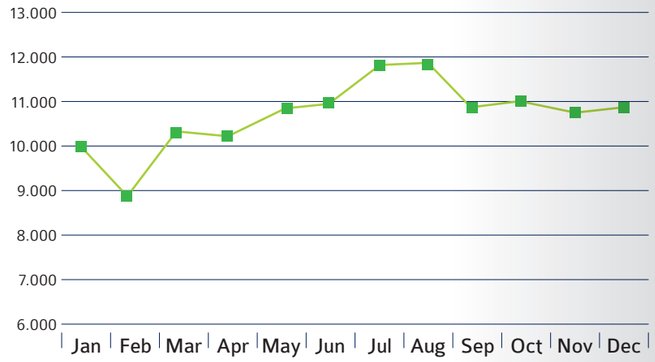
Picture 1.1 Baku FIR traffic development by year.

128041
The number of flights under instrument flight rules [IFR]

1.6%
A growth compared to 2014

351
Average figure of number of IFR flights

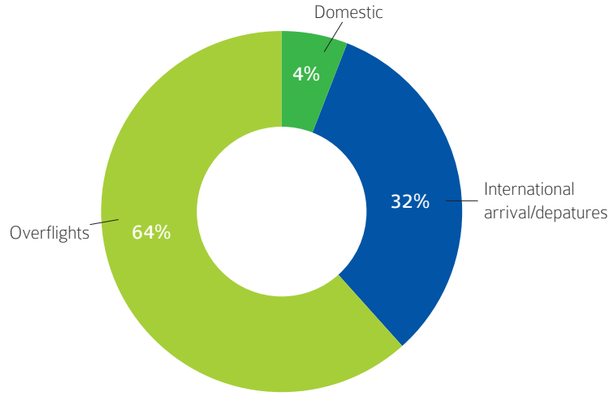
Most month traffic was recorded in August [11748 IFR flights] and peak day was recorded on June 11, 2015 [425 IFR flights].



Picture 1.2 Baku FIR traffic development by month.

1.2 Traffic segments

In 2015, 64% of the flights in Baku FIR was overflights, 4% was domestic flights within Azerbaijan and the remaining 34% was international flights, arriving at or departing from airports of the Republic of Azerbaijan. Share of movements at the aerodromes of the Republic of Azerbaijan decreased by 2% compared with 2014 [1% of domestic and 1% of international flights], when the growth of 2% was recorded of transit traffic through the airspace of the Republic of Azerbaijan.



Picture 1.3 Baku FIR traffic segments

1.3 Capacity vs traffic

Existing capacity of Baku FIR of 65 ACFT/hour meets traffic demand. Only minor changes in route network were implemented in 2015. Based on the feedback of the aircraft operators and ATCOs, RNAV1 SIDs and STARs were updated in Baku Heydar Aliyev International Airport on April 30, 2015 in order to improve safety and meet forecasted traffic demand during the 1st European Games in Baku. It was designed in close cooperation with military authorities and security provision activities during the Games were taken into consideration.

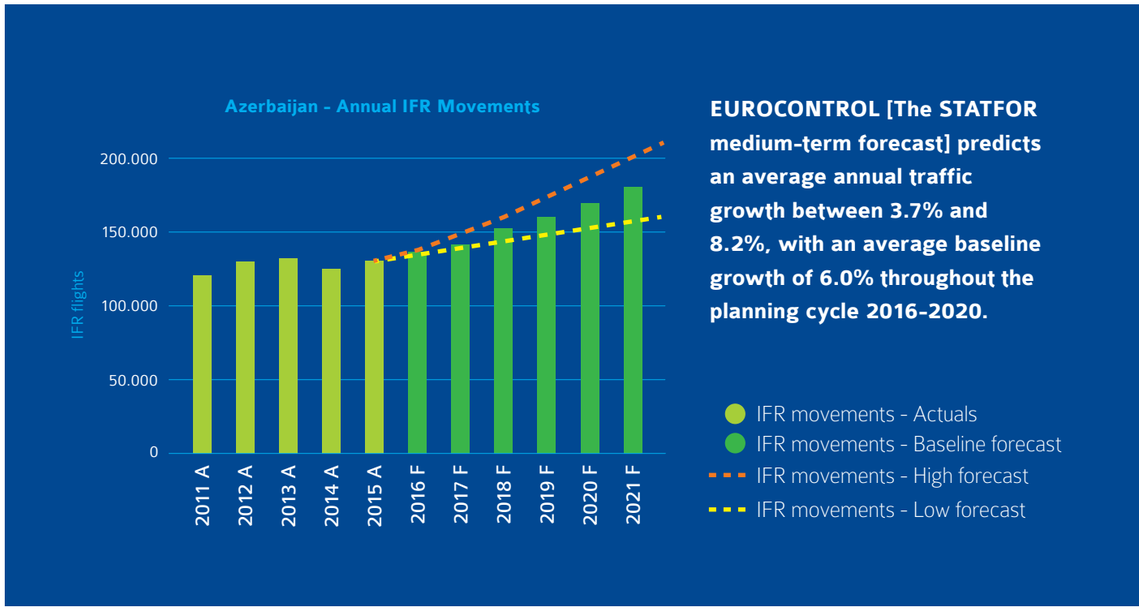
THE HIGHEST TRAFFIC VOLUME OF 47 ACFT/ HOUR WAS RECORDED ON JULY 14, 2015 BETWEEN 23:01 AND 00:00 UTC.

The most congested peak hours are:

33 ACFT/hour between 23:01 and 00:00 UTC [Summer season];

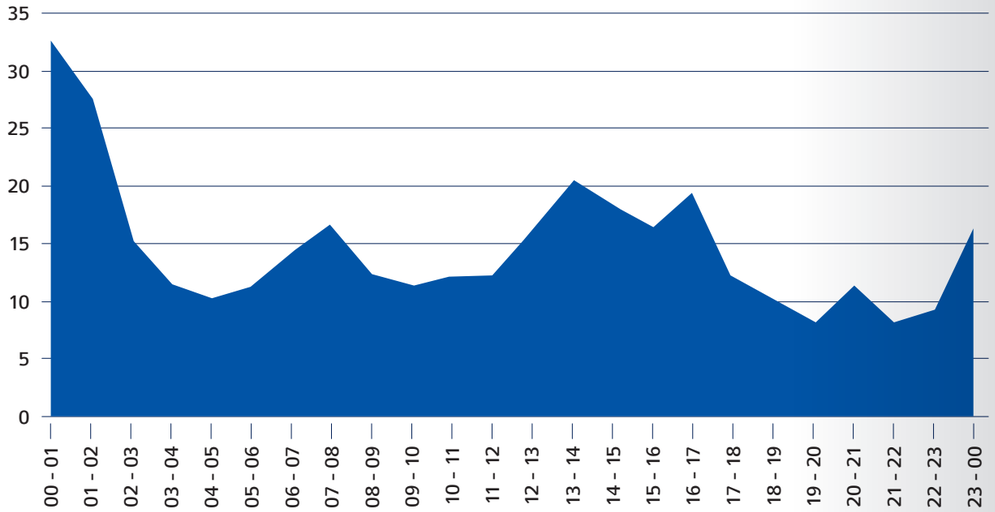
33 ACFT/hour between 00:01 and 01:00 UTC [Summer season];

32 ACFT/hour between 00:01 and 01:00 UTC [Winter season].

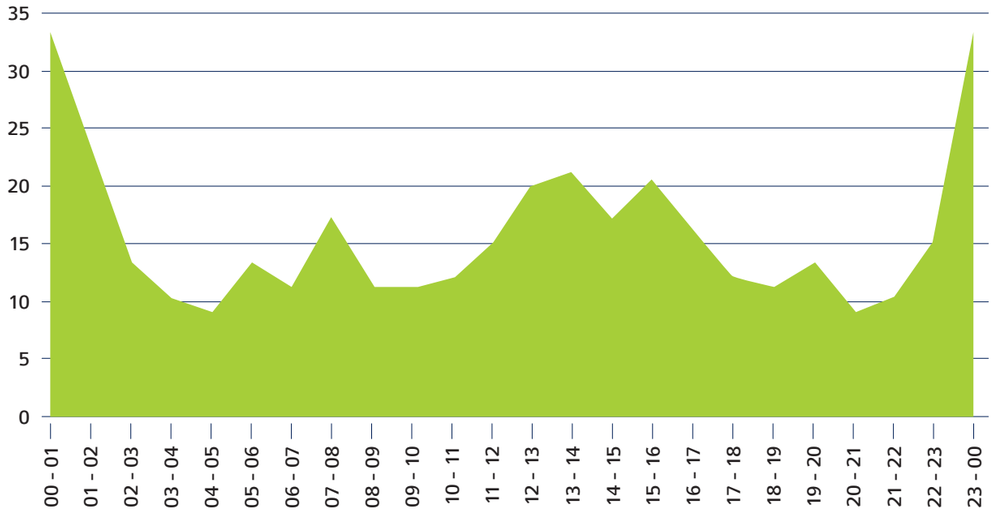


EUROCONTROL [The STATFOR medium-term forecast] predicts an average annual traffic growth between 3.7% and 8.2%, with an average baseline growth of 6.0% throughout the planning cycle 2016-2020.

The pictures 1.4 and 1.5 reflect the average traffic by hour vs capacity of Baku FIR.



Picture 1.4 Hourly traffic volume vs Baku FIR capacity [WINTER season January - March, November - December 2015]

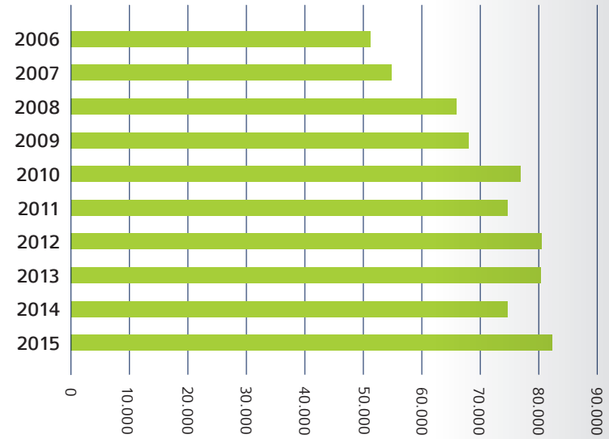


Picture 1.5 Hourly traffic volume vs Baku FIR capacity [SUMMER season April - June 2015]

02 Overflight

2.1 Traffic development

The number of overflights recorded in 2015 increased to a total of 82201 and it is a growth of 7.7% compared to 2014. Average figure of a number of overflights in Baku FIR in 2015 is 225 aircraft per day.



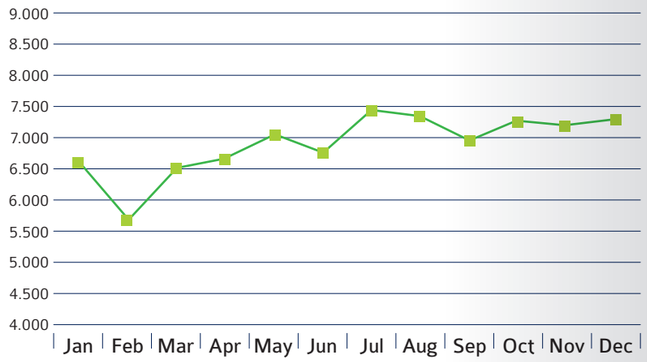
Picture 2.1 Overflight traffic development by year

82201
The number of overflights recorded in 2015

7.7%
A growth compared to 2014

225
Average figure of a number of overflights

Most month traffic was recorded in July [7359 ACFT] and peak day was recorded on December 13, 2015 [277 ACFT].

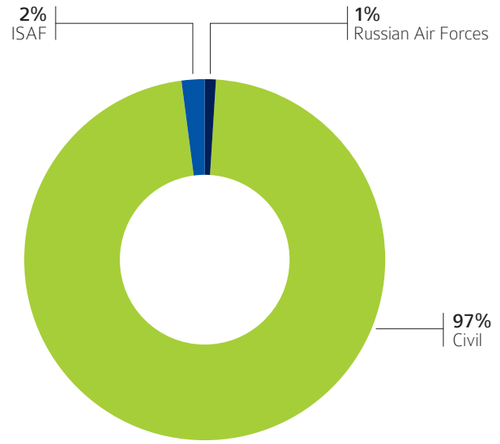


Picture 2.2 Overflight traffic development by month

2.2 Military vs Civil

The Government of the Republic of Azerbaijan has permitted the use of airspace by military transport aircraft operated for:

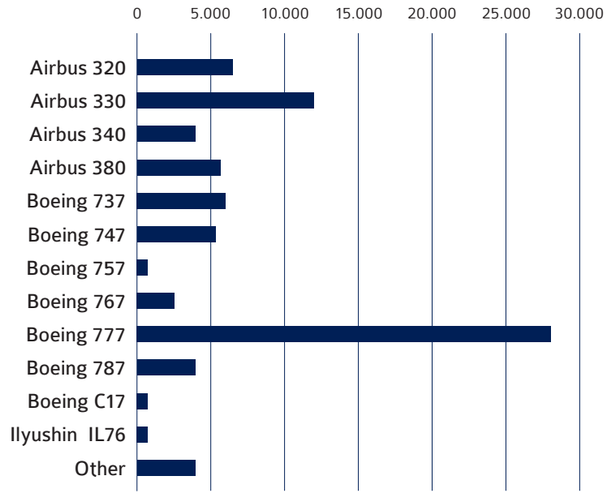
- The ISAF mission in Afghanistan since 9/11. The share of military transport aircraft operated for the ISAF has been decreased from 15% to 2% since 2012.
- The military help against rebel and ISIL in Syria. Russian Air Forces have been started operating military transport flights to/from Latakia airbase since September 20, 2015 following an official request by the Syrian government.



Picture 2.3 Overflight traffic development by year

2.3 Aircraft types

More than 80% of aircraft of the overflight traffic is wide-body long-distance aircraft.



Picture 2.4 Overflight traffic development by year

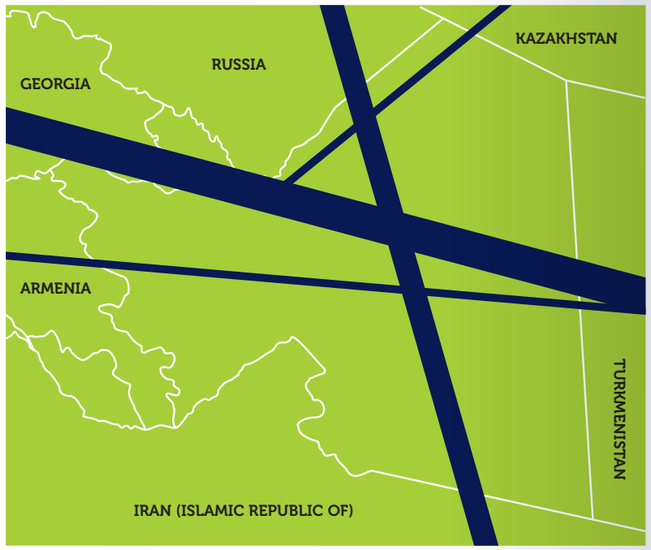
2.4 Traffic flows

2015 IS CHARACTERIZED BY COMPLICATED POLITICAL PROCESSES IN A NUMBER OF REGIONS, AS A CONSEQUENCE IT ENTAILED MILITARY ACTIONS AND IMPLEMENTATION NO-FLY ZONES.

ICAO has issued a State letter on Safety of civil aircraft operating in Baghdad, Damascus and Tehran FIRs requesting appropriate State authorities to 'communicate to national civil aircraft owners and operators, intending to operate within the Baghdad, Damascus and Tehran FIRs, the need to fully assess the potential for risks to flight safety'.

Aircraft operators had to avoid the airspaces of eastern Ukraine, Iraq and Syria. Also Simferopol FIR has been closed since April 06, 2014. These restrictions affected to the direction of traffic flows through the airspace of the Republic of Azerbaijan and main traffic flows have changed direction.

The main traffic flows over Azerbaijan in 2015 are shown in the picture 2.5. The main flows run in East - West and v.v. direction. Traffic flow Turkmenistan - Russia is completely disappeared as a consequence of limitation of availability of part of the Ukrainian airspace since 2014. Portion of this flow has been rerouted in the direction from Turkmenistan to Georgia and v.v.

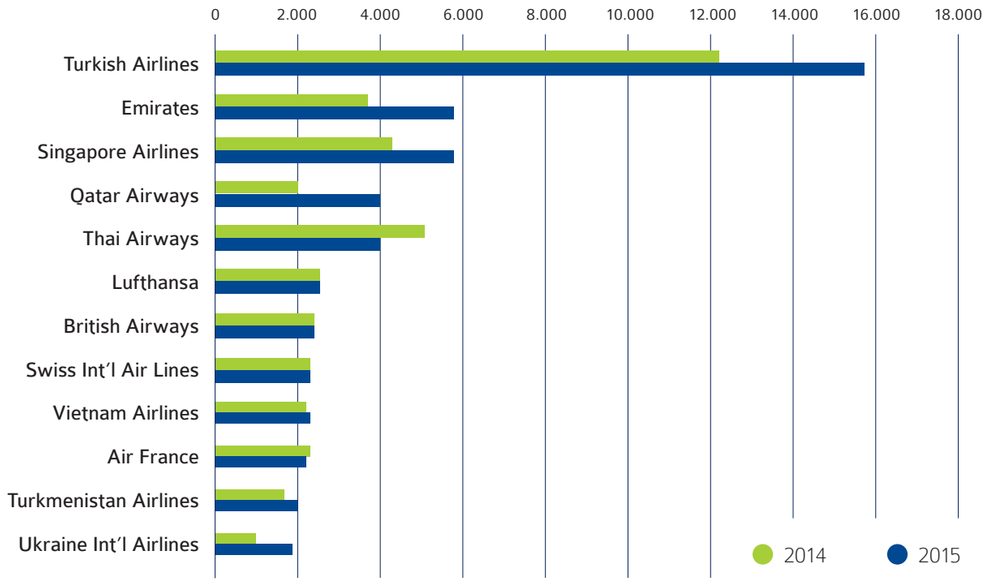


Picture 2.5 Main overflight traffic flows

On the other hand, significantly increased traffic flow in the South - North direction and v.v. Airlines from countries of the Persian Gulf [Emirates, Etihad Airways and Qatar Airways] use the Azerbaijani airspace for flights to North America, UK and Scandinavia.

2.5 Airspace users

More than 70 different airlines [passenger and cargo] make scheduled flights through the airspace of the Republic of Azerbaijan. Scheduled flights form 94% of the total number of transit flights. 2015 is marked with stability of the intensity of transit flights throughout the year [no falls or jumps]. List of airlines has not been changed during the year, except Malaysia Airlines which changed its routes to/from Europe after accident of MAS17 in the Ukrainian airspace on July 17, 2014. Turkish Airlines, Emirates, Qatar Airways, Singapore Airlines, Etihad and Ukraine Int'l Airlines has significantly increased the number of flights through the airspace of the Republic of Azerbaijan what has led to a 7.7% growth compared to 2014.

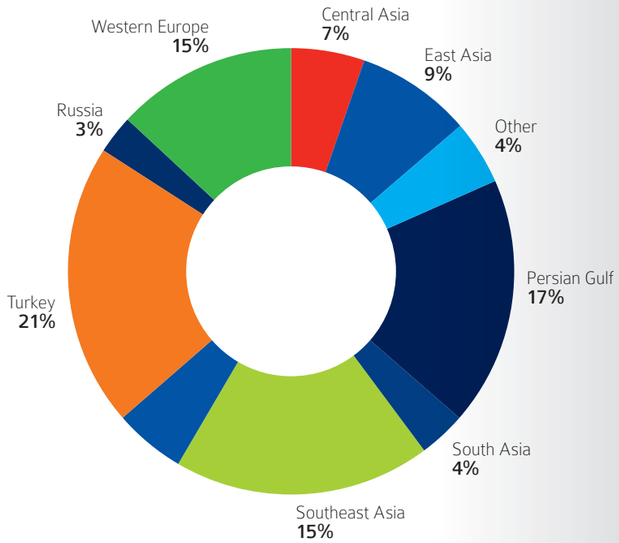


Picture 2.6 Top 12 airspace users. Comparison with 2014.

2.6 Airlines by geo regions

Turkey	Turkish Airlines, Atlasjet, MNG Airlines, etc.
Central Asia	Turkmenistan Airline, Uzbekistan Airways, Air Astana, SCAT, Silk Road Cargo Airlines, etc.
East Asia	Asiana Airlines, Hong Kong Airlines, Cathay Pacific, Korean Air, EVA Airways, China Airlines, etc.
South Asia	Air India, Air Lanka, Pakistan Int'l Airlines, Biman Bangladesh Airlines, Jet Airways, etc.
Southeast Asia	Singapore Airlines, Thai Airways Int'l, Vietnam Airlines, Singapore Cargo Airlines.
Northern Europe	British Airways, Virgin Atlantic Airways, Norwegian Air Shuttle, Finnair, LOT Polish Airways, etc.
Western Europe	Lufthansa, Air France, KLM, Austrian Airlines, Swiss Int'l Air Lines, Edelweiss Air, etc.
Persian Gulf	Emirates Airline, Qatar Airways, Etihad Airways, Fly Dubai, Gulf Air, Air Arabia, etc.
Russia	Aeroflot Russian Airlines, Ural Airlines, Taymir Air, S7 Airlines, Orenburg Airlines, Nordwind Airlines, etc.

The picture 2.7 shows share of airlines which make scheduled flights through the airspace of the Republic of Azerbaijan divided by regions. Almost all regions have kept the same share volume [1-2 % changes] compared with 2014. Only airlines of the Persian Gulf region have increased its share from 12% to 17% when compared with 2014.



Picture 2.7 Share of airlines by geo regions.

03 Baku/Heydar Aliyev International airport [IATA: GYD, ICAO: UBBB]

3.1 Traffic development

117

Average figure of number of flights under instrument flight rules [IFR] aircraft per day

42651

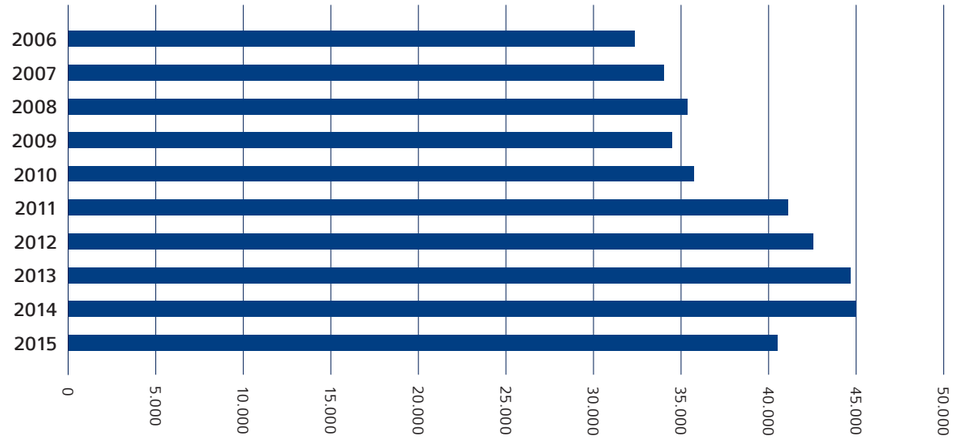
Total number of IFR movements recorded

7%

Traffic decreased compared to 2014

Baku/Heydar Aliyev International airport is the air gate of the capital of the Republic of Azerbaijan. It is the busiest airport in Azerbaijan and in the Caucasus region. Year 2015 is marked by conducting the 1st European Games in Baku. It is the most ambitious sporting event ever held in the Caucasus region. Azerbaijan was visited by many tourists from different countries, in addition to the sporting delegations taking part in the competitions During the 1st European Games, during the 1st European Games. Considering the geographical location of Azerbaijan, Baku/Heydar Aliyev International Airport was the main gateway for guests.

Average figure of number of flights under instrument flight rules [IFR] at the Baku/Heydar Aliyev International airport in 2015 is 117 aircraft per day. Total number of IFR movements recorded in 2015 is 42651 aircraft. Traffic decreased by 7% compared to 2014.

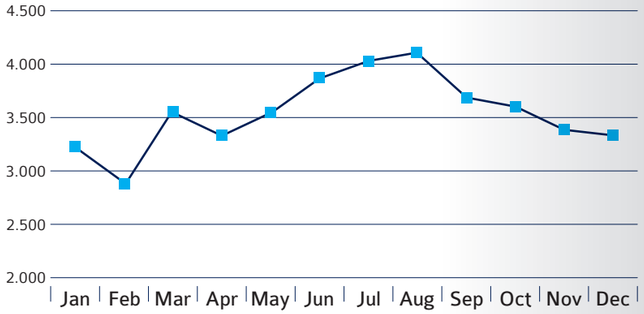


Picture 3.1 Baku/Heydar Aliyev International airport traffic development by year

June - September is the most congested period time. Most month traffic was recorded in August [4131 IFR movements] and peak day was recorded on June 11, 2015 [186 IFR movements]. It is the highest ACFT per day traffic ever recorded at Baku/Heydar Aliyev International airport.

The highest traffic volume of 15 ACFT/hour was recorded on:

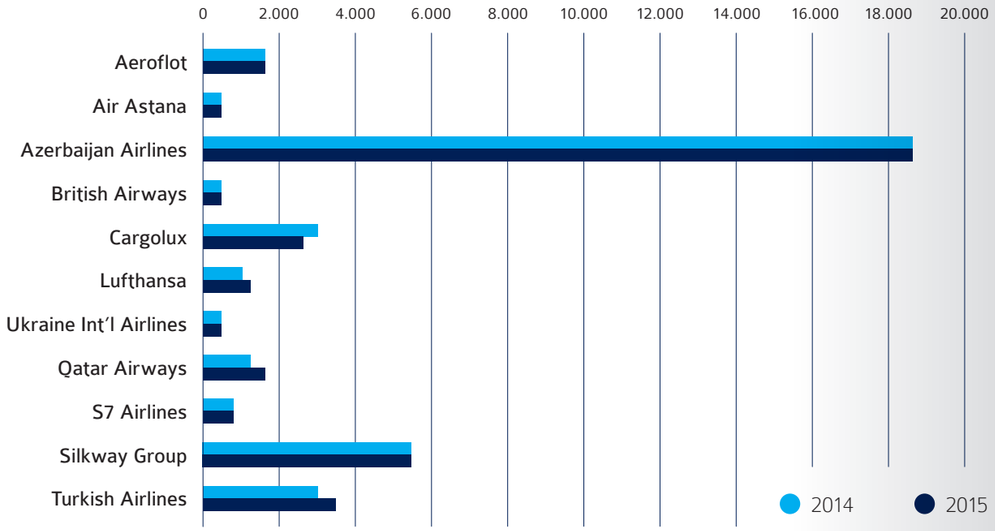
- June 13, 2015 between 12:01 and 13:00 UTC;
- July 22, 2015 between 12:01 and 13:00 UTC;
- August 18, 2015 between 11:01 and 12:00 UTC;
- October 11, 2015 between 12:01 and 13:00 UTC.



Picture 3.2 Baku/Heydar Aliyev International airport traffic development by month

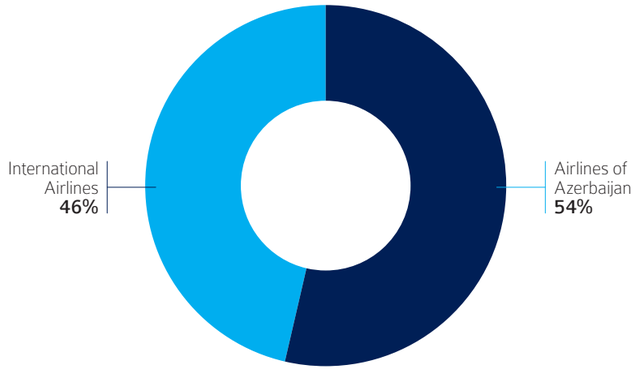
3.2 Airlines

Baku/Heydar Aliyev International airport is the home base for "Azerbaijan Airlines" national career of Azerbaijan and aircompanies of "Silkway Group". More than 20 different airlines [passenger and cargo] make scheduled flights to Baku: Turk Hava Yollari, CARGOLUX, British Airways, Qatar Airways, Lufthansa, Aeroflot, etc.



Picture 3.3 Top airspace users.

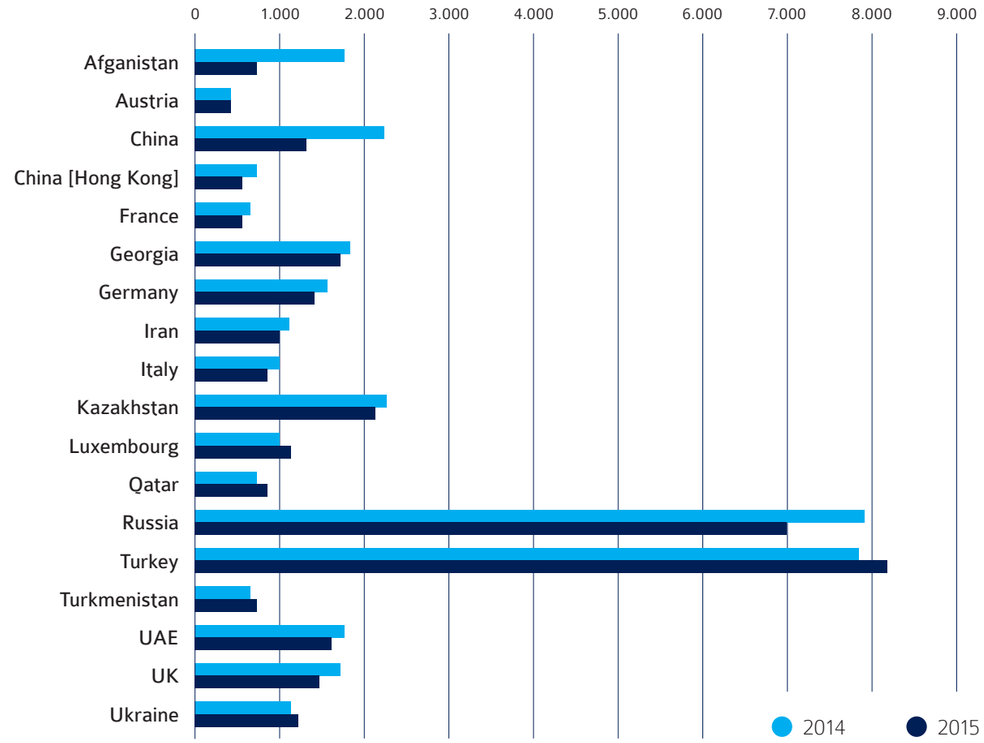
Share of international airlines decreased by 2% compared with 2014 [some airlines stopped flying to Baku/Heydar Aliyev International airport [Malaysia Cargo Airlines], some airlines decrease number of flights per week], when the growth of 2% was recorded of share of airlines of Azerbaijan.



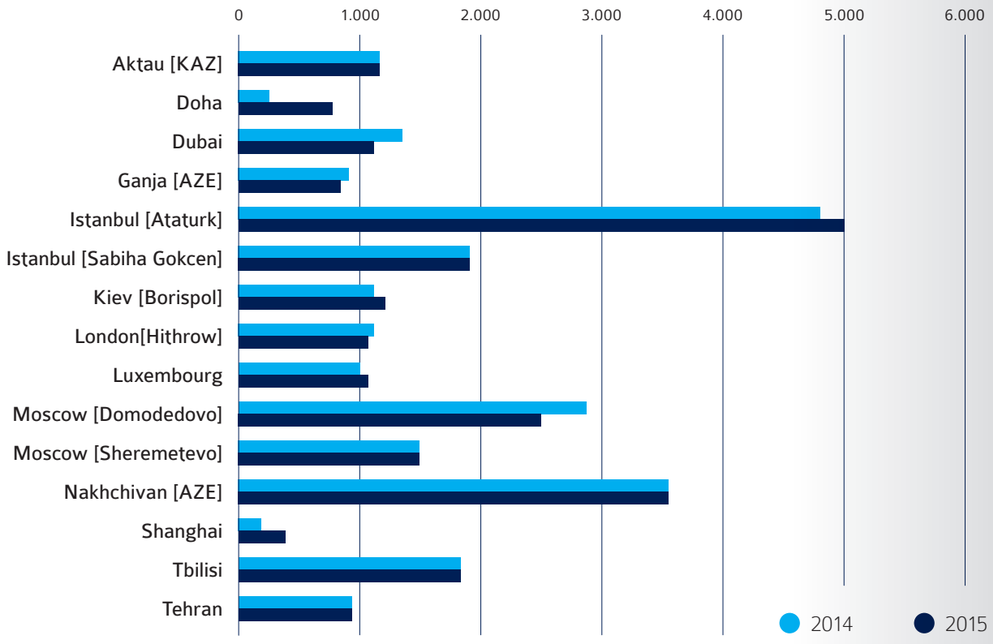
Picture 3.4 Share of traffic: International Airline vs Airlines of Azerbaijan

3.3 Destinations

Scheduled flights are performed from Baku to more than 20 countries and to more than 50 destinations.



Picture 3.5 Top destinations by country

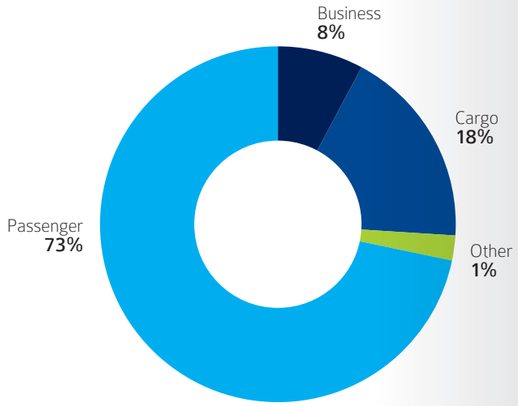


Picture 3.6 Top destinations by airport

3.4 Type of flights

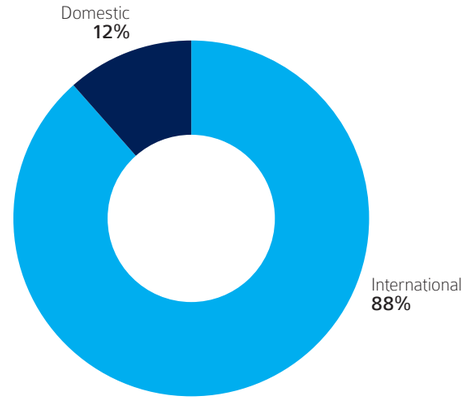
Infrastructure of the International airport Heydar Aliyev allows to provide service to all types of flight. Two passenger terminals ensures capacity of 6 million passenger per year. Separate terminal and apron are allocated for business aviation. Baku Cargo Terminal is one of the biggest and most technically advanced cargo terminals in CIS. The technical base of the terminal provides storage and processing of all kinds of cargoes in conformity to the world standards.

Significant change of share passenger vs cargo flights is recorded in 2015 when compared with 2014. Growth of share of passenger flights by 4% is recorded when share of cargo flights is decreased by 4%.



Picture 3.7 Share of traffic: types of flight

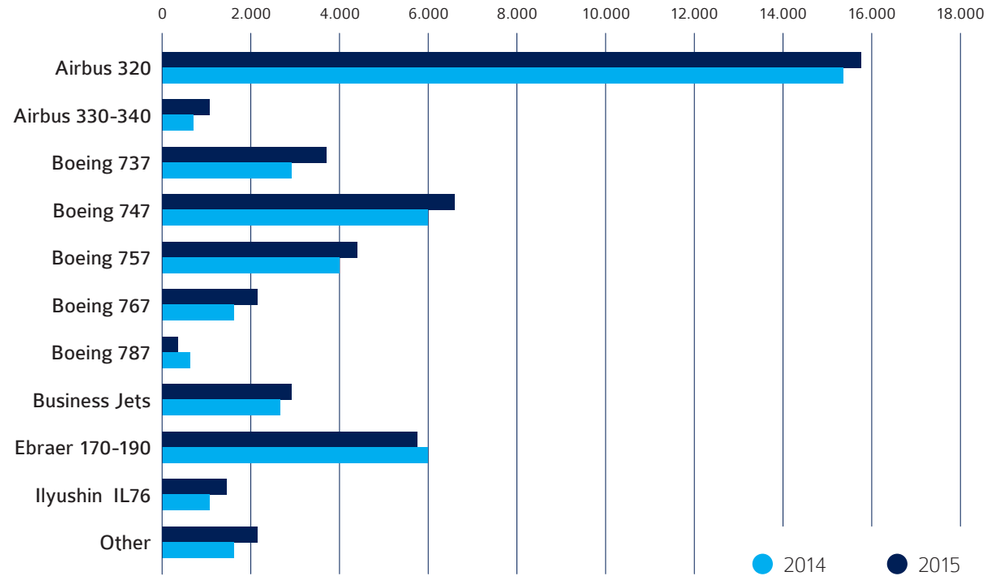
Share of traffic: international flights vs domestic flights has slightly changed when compared with 2014. Share of domestic flights increased by 1% when share of international decreased by 1%.



Picture 3.8 Share of traffic: international flights vs domestic flights

3.5 Types of aircraft

International airport Heydar Aliyev is capable to provide services to all types of aircraft, including Airbus 380 and Antonov 225 "Mriya".



Picture 3.9 Types of aircraft

04 Regional aerodromes

There are 5 international airports [Ganja, Nakhchivan, Gabala, Lenkaran, Zaqatala] and 2 domestic airports [Yevlakh and Baku [Zabrat]] in Azerbaijan.

4.1 Nakhchivan International airport [ICAO: UBBN]

Nakhchivan International airport is the only air gateway of the Nakhchivan Autonomous Republic, a landlocked exclave of Azerbaijan. It was built in 1976 and completely reconstructed in 2002-2004. Scheduled flights to Baku, Istanbul and Moscow are performed from Nakhchivan.

Total number of IFR movements in 2015 is 4116 aircraft. Traffic decreased by 7.1% compared to 2014. Average figure of number of IFR flights at the Nakhchivan International airport in 2015 is 8 aircraft per day.

8

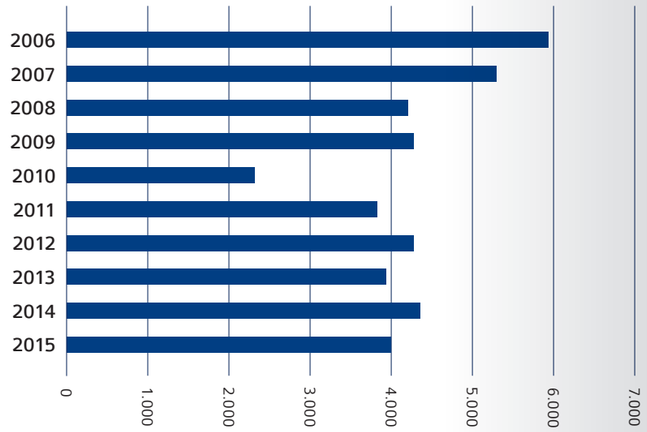
Average figure of number of flights under instrument flight rules [IFR] aircraft per day

4116

Total number of IFR movements recorded

7.1%

Traffic decreased compared to 2014



Picture 4.1 Nakhchivan International airport traffic development by year

4.2 Ganja International airport [ICAO: UBBG]

Ganja International airport is an airport serving Ganja, the second largest city in Azerbaijan. It was reconstructed in 2006. Scheduled flights to Baku, Nakhchivan, Istanbul, Moscow, St. Petersburg are performed from Ganja.

Total number of IFR movements in 2015 is 2792 aircraft. Traffic decreased by 13.0% compared to 2014. Average figure of number of IFR flights at the Ganja International airport in 2015 is 8 aircraft per day.

8

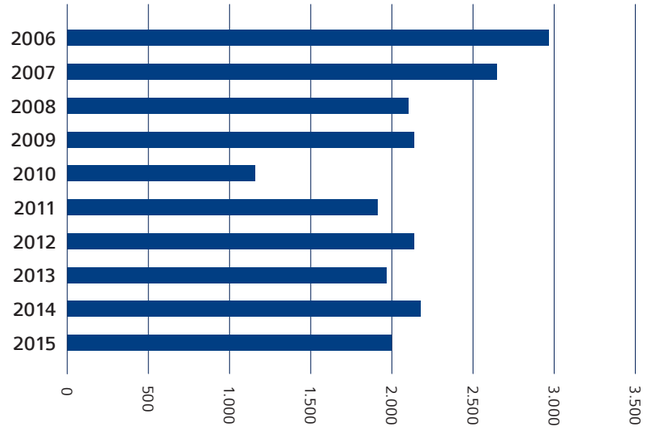
Average figure of number of flights under instrument flight rules [IFR] aircraft per day

2792

Total number of IFR movements recorded

13%

Traffic decreased compared to 2014



Picture 4.2 Ganja International airport traffic development by year

4.3 Gabala International airport [ICAO: UBBQ]

Gabala International airport is an airport of Gabala city located in the north-west of Azerbaijan. Construction of Gabala airport started in 2011 and was inaugurated by the President of the Republic of Azerbaijan, Ilham Aliyev on 17 November 2011. Scheduled flights to Baku and Moscow are performed from Gabala.

Total number of IFR movements in 2015 is 634 aircraft. Traffic decreased by 34.8% compared to 2014. Average figure of number of IFR flights at the Gabala International airport in 2015 is 2 aircraft per day.

2

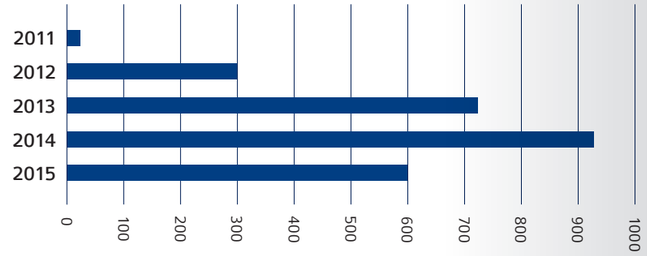
Average figure of number of flights under instrument flight rules [IFR] aircraft per day

634

Total number of IFR movements recorded

34.8%

Traffic decreased compared to 2014



Picture 4.3 Gabala International airport traffic development by year

4.4 Lenkaran International airport [ICAO: UBBL]

Lenkaran International airport is an airport in the town of Lenkaran in the south-east of Azerbaijan. Reconstruction of the Lenkaran airport was started in 2005 and was finished in 2008. Scheduled flights to Baku, Moscow, St.Peterburg, Surgut and Ekaterinburg are performed from Lenkoran.

Total number of IFR movements in 2015 is 278 aircraft. Traffic decreased by 39.6% compared to 2014. Average figure of number of IFR flights at the Lankaran International airport in 2015 is 1 aircraft per day.

1

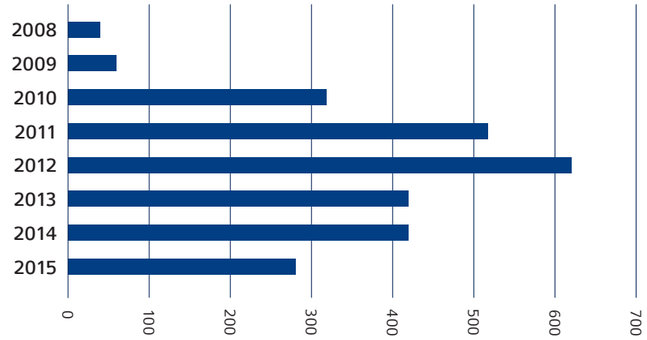
Average figure of number of flights under instrument flight rules [IFR] aircraft per day

278

Total number of IFR movements recorded

39.6%

Traffic decreased compared to 2014



Picture 4.4 Lenkaran International airport traffic development by year

4.5 Zagatala International airport [ICAO: UBBY]

Zagatala International airport is an airport serving Zagatala city. It is located at the southern foot of the Main Caucasus range. The latest reconstruction of the airport terminal was completed in 2008, after which the airport received an international status. Zagatala International airport has been closed since March 2014 due to reconstruction works on the runway.

4.6 Yevlakh airport [ICAO: UBEE]

Yevlax airport is an airport serving the city of Yevlax. Complete reconstruction of Yevlax airport was finished in September 2013. Yevlax airport does not have status of "international airport". No regular flights are performed to/from Yevlax airport.

Total number of IFR movements in 2015 is 75 aircraft.

Baku/Zabrat airport [ICAO: UBTT]

Baku/Zabrat airport is a home base airport of "Silk Way Helicopter Services" [SWHS] company. Fleet of SWHS consists of the following types of aircraft: Augusta Westland AW139, MI171, Sikorsky S92, Eurocopter Super Puma AS332, Eurocopter Dauphin EC155 and Cessna 172. Main objective of SWHS is the provision of services for and support of the oil industry of the Republic of Azerbaijan [flights to ships and offshore drilling rigs, air patrolling and monitoring of oil and gas pipelines]. In addition to this SWHS provides the following services:

- Transportation of passengers, VIP flights;
- Transportation of cargo;
- Medical Evacuation [Medivac];
- Emergency Medical Service [EMS];
- Search and Rescue operations [SAR]
- Training flights for student-pilots.

Total number of flights under visual flight rules [VFR] in 2015 is 6312 aircraft. Traffic decreased by 3.9% compared to 2014. Average figure of number of VFR movements at Baku/Zabrat airport in 2015 is 17 aircraft per day.

17

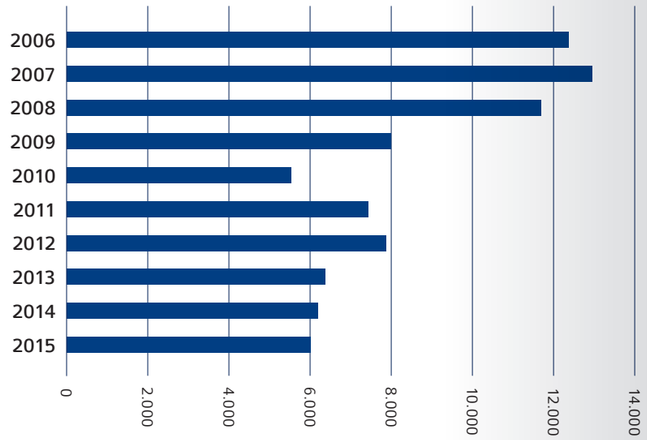
Average figure of number of flights under instrument flight rules [IFR] aircraft per day

6312

Total number of IFR movements recorded

3.9%

Traffic decreased compared to 2014



Picture 4.5 Baku/Zabrat airport traffic development by year

AIR TRAFFIC DEPARTMENT
AZERAERONAVIGATION

Heydar Aliyev International Airport |
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