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1. Baku FIR Air Traffic Statistics Data
(IFR movements)

1.1 General Air Traffic Statistics Data

The number of IFR movements within Baku FIR recorded in December is 16355 ACFT. Average number of IFR movements per day is 528 ACFT (Peak day, December 09, 2022 – 574 ACFT; low day, December 31, 2022 – 468 ACFT). Comparison with December 2021 – +135.6%.

The number of IFR movements within Baku FIR recorded in Y2022 is 169181 ACFT. Average number of IFR movements per day is 464 ACFT. Comparison with the Y2021 – +109.2%.

1.2 Traffic Segments

1.2.1 The number of IFR movements within Baku FIR recorded in December is 16355 ACFT, where 11566 ACFT are overflight traffic and 4789 ACFT are aerodrome movements.

Highest traffic recorded (December average data): 48 ACFT (December 28, 2022 00:00-01:00)
Peak hours (December average data):
- 00:00-01:00 37 ACFT
- 01:00-02:00 29 ACFT
- 11:00-12:00 28 ACFT
- 12:00-13:00 27 ACFT

1.2.2 Total number of movements within Baku FIR recorded in December is 17752 ACFT, where 16355 ACFT are IFR movements and 1397 ACFT are VFR movements. Average number of movements per day is 573 ACFT. Comparison with December 2021 – +97.6%.

1.3 Capacity vs traffic demand

The following picture reflects the traffic demand by hour vs capacity of Baku FIR.
2. Aerodrome Movements Statistics Data

2.1 Heydar Aliyev International airport

2.1.1 Total number of movements at Baku/Heydar Intl’ Aliyev airport recorded in December is 4592 ACFT. Average number of movements per day is 149 ACFT (Peak day, December 08, 2022 – 162 ACFT; low day, December 31, 2022 – 119 ACFT). Comparison with December 2021 – +34.7%.

<table>
<thead>
<tr>
<th>TOTAL NUMBER OF MOVEMENTS IN DECEMBER 2022</th>
<th>AVERAGE NUMBER OF MOVEMENTS PER DAY</th>
<th>COMPARISON WITH DECEMBER 2021</th>
</tr>
</thead>
<tbody>
<tr>
<td>4592 ACFT</td>
<td>149 ACFT</td>
<td>+34.7%</td>
</tr>
</tbody>
</table>

Comparison with Y2021 – +60.0%.

2.1.2 Comparative chart 2018 – 2022

The number of movements at Baku/Heydar Intl’ Aliyev airport recorded in Y2022 is 52585 ACFT. Average number of movements per day is 145 ACFT. Comparison with Y2021 – +50.0%.

2.1.3 Air traffic flows – Load of SIDs.

Baku/Heydar Aliyev Departure Flows

- DUSAM: 18% (822 ACFT)
- BAKAM: 5% (184 ACFT)
- BASAM: 23% (153 ACFT)
- ASAM: 20% (450 ACFT)
- GHIL: 4% (60 ACFT)
- NAMAS: 10% (254 ACFT)
- NMAM: 5% (103 ACFT)

2.1.4 Air traffic flows – Load of STARs.

Baku/Heydar Aliyev Arrival Flows

- ROPKA: 22% (508 ACFT)
- AMOKU: 2% (35 ACFT)
- ABROL: 7% (159 ACFT)
- MOSUM: 12% (278 ACFT)
- KUPAT: 5% (107 ACFT)
- INSAN: 25% (575 ACFT)
- ERLEV: 25% (576 ACFT)
- NOBVA: 2% (57 ACFT)

2.1.5 Use of RWY 16/34 and 17/35

- Take–off
  - RWY 16/34: 40% (926 ACFT)
  - RWY 17/35: 60% (1386 ACFT)

- Landing
  - RWY 16/34: 50% (1157 ACFT)
  - RWY 17/35: 50% (1138 ACFT)

- Total
  - RWY 16/34: 45% (2083 ACFT)
  - RWY 17/35: 55% (2504 ACFT)

2.1.6 Types of flights

- Passenger: 75%
- Business: 3%
- Cargo: 21%
- Other: 1%


2.1.7 Passenger flights (Budget/low-cost vs classic)

Classic: 65%
Low-cost: 35%
2.1.8 Aircraft Operators – Top 6 Airspace Users

<table>
<thead>
<tr>
<th>Operator</th>
<th>Flights</th>
</tr>
</thead>
<tbody>
<tr>
<td>Azerbaijan Airlines</td>
<td>1117</td>
</tr>
<tr>
<td>Silkway West Airlines</td>
<td>585</td>
</tr>
<tr>
<td>Buta Airways</td>
<td>549</td>
</tr>
<tr>
<td>Turkish Airlines</td>
<td>322</td>
</tr>
<tr>
<td>FlyDubai</td>
<td>184</td>
</tr>
<tr>
<td>Cargolux</td>
<td>181</td>
</tr>
</tbody>
</table>

Note: This chart shows the number of flights in December 2022.

2.1.9 Aircraft Operators – Airlines of Azerbaijan vs International Airlines

- International Airlines: 48%
- Airlines of Azerbaijan: 52%

2.1.10 Traffic segments – Domestic vs International

- International flights: 93%
- Domestic flights: 7%

2.2 Nakhchivan International airport

Total number of movements at Nakhchivan international airport recorded in December is 355 ACFT. Average number of movements per day is 12 ACFT. Comparison with December 2021: -3.5%.

- Total number of movements in December 2022: 355 ACFT
- Average number of movements per day: 12 ACFT
- Comparison with December 2021: -3.5%

The number of movements at Nakhchivan International airport recorded in Y2022 is 6132 ACFT. Average number of movements per day is 17 ACFT. Comparison with Y2021: +33.7%.
2.3 Ganja International Airport

Total number of movements at Ganja International airport recorded in December is 144 ACFT. Average number of movements per day is 5 ACFT. Comparison with December 2021 – +136.1%.

2.4 Gabala International Airport

Total number of movements at Gabala International airport recorded in December is 8 ACFT. Average number of movements per day is 0.3 ACFT. Comparison with December 2021 – +50.0%.

The number of movements at Gabala International airport recorded in Y2022 is 301 ACFT. Average number of movements per day is 0.8 ACFT. Comparison with Y2021 – +63.0%.
2.5 Lenkoran International airport
Total number of movements at Lenkoran International airport recorded in December is **26 ACFT**. Average number of movements per day is **0.8**. Comparison with December 2021 – **-7.1%**.

2.6 Fuzuli International airport
Total number of movements at Fuzuli International airport recorded in December is **4 ACFT**. Average number of movements per day is **0.2**.

2.7 Zagatala International airport
No movements were recorded.

2.8 Zangilan airport
Total number of movements at Zangilan airport recorded in December is **6 ACFT**. Average number of movements per day is **0.2**.

2.9 Yevlakh airport
No movements were recorded.

3. VFR Movements Statistics data

3.1 Baku/Zabrat airport
Total number of VFR movements at Baku/Zabrat airport recorded in December is **1229 ACFT**. Average number of movements per day is **40 ACFT**. Comparison with December 2021 – **-5.5%**.

The Baku/Zabrat aerodrome is the base of training flights for student pilots of the National Aviation Academy. The student pilot training program includes en-route flight training and training maneuvers (take-off, landing, go-around) on the Cessna-172 aircraft.

Cessna C172
762 flight
62%

Helicopters
467 flights
38%
Total number of VFR movements at Pirallahi heliport recorded in December is 436 ACFT. Average number of movements per day is 15 ACFT. Comparison with December 2021 — +7.9%.

Total number of VFR movements at Neft Dashlari heliport recorded in December is 284 ACFT. Average number of movements per day is 10 ACFT. Comparison with December 2021 — -0.7%.

Total number of VFR movements at Chilov heliport recorded in December is 412 ACFT. Average number of movements per day is 14 ACFT. Comparison with December 2021 — -4.6%.

Total number of VFR movements at helipads on the ships and offshore drilling rigs in the Caspian Sea recorded in December is 203 ACFT. Average number of movements per day is 7 ACFT. Comparison with December 2021 — -7.7%.
4. Overflight Air Traffic Statistics Data

4.1 General Air Traffic Statistics Data

The number of overflights via Baku FIR recorded in December is **11566 ACFT**. Average number of overflights per day is **374 ACFT** (Peak day, December 09, 2022 – **418 ACFT**; low day, December 31, 2022 – **341 ACFT**).

Comparison with December 2021 – **+186.9%**.

<table>
<thead>
<tr>
<th>Overflight traffic</th>
<th>2021</th>
<th>2022</th>
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<tbody>
<tr>
<td>JAN</td>
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<td>DEC</td>
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</tbody>
</table>

The number of overflights via Baku FIR recorded in Y2022 is **114875 ACFT**. Average number of overflights per day is **315 ACFT**.

Comparison with Y2021 – **+144.1%**.

4.2 Traffic segments

- **Civil:** 11488 flight (99%)
- **NATO:** 6 flights (0%)
- **Russian Air Force:** 72 flights (1%)

4.3 Aircraft Operators – Top 12 Airspace Users

<table>
<thead>
<tr>
<th>Aircraft Operator</th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>Turkish Airlines</td>
<td>632</td>
</tr>
<tr>
<td>FlyDubai</td>
<td>560</td>
</tr>
<tr>
<td>Air Astana</td>
<td>405</td>
</tr>
<tr>
<td>Korean Air</td>
<td>364</td>
</tr>
<tr>
<td>Lufthansa</td>
<td>310</td>
</tr>
<tr>
<td>Air France</td>
<td>292</td>
</tr>
<tr>
<td>Uzbekistan Airways</td>
<td>288</td>
</tr>
<tr>
<td>ILM</td>
<td>286</td>
</tr>
<tr>
<td>Asiana Airlines</td>
<td>285</td>
</tr>
<tr>
<td>Air Arabia</td>
<td>281</td>
</tr>
</tbody>
</table>

Note: This chart shows the number of flights in December 2022.

4.4 Air traffic flows – main overflight flows

- Georgia - Turkmenistan and v.v.: 28% (320 ACFT)
- Georgia - Kazakhstan and v.v.: 32% (380 ACFT)
- Iran - Russia and v.v.: 6% (71 ACFT)
- Turkmenistan - Armenia and v.v.: 9% (109 ACFT)
- Kazakhstan - Armenia and v.v.: 10% (107 ACFT)
- Iran - Kazakhstan and v.v.: 15% (171 ACFT)
- Other directions (Total): 9% (95 ACFT)
5. Key Performance Indicators (KPIs)

This report presents Key Performance Indicators (KPIs) to assess the operational efficiency of the “Azeronaeroravigation” ATD in terms of provision of air traffic services. All the calculations are done for “Bakuernavigation” due to low traffic at the regional airports.

5.1 KPI – Staff Productivity

KPI Staff productivity is a measure of the production output per staff member employed or per hours worked.

KPI – Staff Productivity is calculated by the formula: the value of “number of aircraft” is divided by the value of “number of ATCOs”

Productivity = \frac{\text{Number of ACFT}}{\text{Number of ATCO}}

5.1.1 KPI – En-route (ENR)

Overflight traffic data only is used for calculation of Staff productivity (En-route). KPI is ACFT/ATCO

**KPI Staff Productivity – ENR**

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<td>2021</td>
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<td>100</td>
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<td>99</td>
<td>76</td>
<td>81</td>
<td>76</td>
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<td>2022</td>
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<td>86</td>
<td>187</td>
<td>183</td>
<td>210</td>
<td>236</td>
<td>259</td>
<td>249</td>
<td>251</td>
<td>244</td>
<td>262</td>
<td>252</td>
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</tbody>
</table>

5.1.2 KPI – Staff productivity (Baku TMA)

Aerodrome movements data of Baku/Heydar Aliyev and other aerodromes within Baku TMA is used for calculation for KPI – Staff productivity (Baku TMA). KPI is ACFT/ATCO

**KPI Staff Productivity - Baku TMA**

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<td>65</td>
<td>60</td>
<td>61</td>
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</tbody>
</table>

5.1.3 KPI – Staff Productivity (ATCO’s workload)

KPI – Staff Productivity (ATCO’s workload) is calculated by the formula: the value of “flight hours controlled” is divided by the value of “number of ATCOs”.

KPI is Hour/ATCO

**KPI Staff Productivity (ATCO’s workload)**

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<td>2022</td>
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<td>50</td>
<td>59</td>
<td>68</td>
<td>75</td>
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<td>70</td>
<td>71</td>
<td>68</td>
<td>71</td>
</tr>
</tbody>
</table>
5.2 KPI – Traffic Efficiency

«KPI – Traffic Efficiency» is calculated by the formula the value of “total flown distance in nautical miles” is divided by the value of “number of ATCOs”. KPI is NM/ACFT

Efficiency = \frac{\text{Total Distance}}{\text{Total Number of ACFT}}

KPI Efficiency (FIR)

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<tr>
<th>Jan</th>
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<td>2021</td>
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</table>

KPI Efficiency (ENR)

<table>
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<tr>
<td>2021</td>
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<td>250</td>
<td>250</td>
<td>251</td>
<td>253</td>
<td>253</td>
</tr>
</tbody>
</table>

5.3 KPI – Capacity Utilization

Capacity utilization assesses how effectively capacity is managed. It is a measure of accommodated demand, compared to the available capacity of Baku FIR.

KPI – Capacity Utilization is calculated by the formula: the value of “accommodated demand” is divided by the value of “capacity” and is multiplied by 100%.

KPI Efficiency (AD)

<table>
<thead>
<tr>
<th>Jan</th>
<th>Feb</th>
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<tbody>
<tr>
<td>2021</td>
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<td>181</td>
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<td>2022</td>
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<td>184</td>
<td>181</td>
<td>180</td>
<td>181</td>
</tr>
</tbody>
</table>

KPI – Capacity Utilization

- Capacity utilisation
- Average Capacity utilisation

57%
5.4 KPI – Distance flown

5.4.1 Baku FIR (Combined en-route traffic and aerodrome movements).

The main goal of AZANS, as an air navigation services provider, is to ensure flight safety and provide high-quality air navigation services. One of the indicators is the preservation and increase in the number of the service users - airlines.

5.4.2 En-route traffic (en-route)

5.4.3 Aerodrome movements

The main goal of AZANS, as an air navigation services provider, is to ensure flight safety and provide high-quality air navigation services. One of the indicators is the preservation and increase in the number of the service users - airlines.

Only commercial airlines operating cargo and passenger transportation were used to measure KPI – Number of airspace users. State and general aviation were not taken into account.

KPI – Number of airspace users (FIR)
722 Airlines.
KPI – Number of airspace users (ENR)
418 Airlines.
KPI – Number of airspace users (AD)
43 Airlines.
5.6 KPI – CO2 emissions

Aviation’s impact on climate change is measured on an analysis of fuel use and CO2 reduction. AZANS does its part to reduce aviation’s impact on the environment by introducing a range of initiatives to improve ATM efficiency:

- Improving airspace utilisation and route network;
- Efficient TMAs design;
- Required Navigation Performance Approach and Departure Procedures;
- Continuous Descent Approach;
- Priority clearance from air traffic control for taxiing and departure;
- Real time updates of current weather and wind conditions that allow the flight crew to modify their flight path.

All the KPI’s for CO2 emission is calculated for FIR, En-route (ENR) and Landing-Take-off Operations (LTO).

5.6.1 Total CO2 emissions

<table>
<thead>
<tr>
<th>KPI</th>
<th>Total CO2 (FIR)</th>
<th>Total CO2 (ENR)</th>
<th>Total CO2 (LTO)</th>
</tr>
</thead>
<tbody>
<tr>
<td>KPI</td>
<td>133 393 tons.</td>
<td>112 911 tons.</td>
<td>20 482 tons.</td>
</tr>
</tbody>
</table>

5.6.2 Average CO2 per a flight hour

<table>
<thead>
<tr>
<th>KPI</th>
<th>Average CO2 per flight hour (FIR)</th>
<th>Average CO2 per flight hour (ENR)</th>
<th>Average CO2 per flight hour (LTO)</th>
</tr>
</thead>
<tbody>
<tr>
<td>KPI</td>
<td>15.5 ton/hour</td>
<td>18.0 ton/hour</td>
<td>8.7 ton/hour</td>
</tr>
</tbody>
</table>

5.6.3 Average CO2 per a nautical mile flight distance

<table>
<thead>
<tr>
<th>KPI</th>
<th>Average CO2 per NM (FIR)</th>
<th>Average CO2 per NM (ENR)</th>
<th>Average CO2 per NM (LTO)</th>
</tr>
</thead>
<tbody>
<tr>
<td>KPI</td>
<td>35 kg/NM</td>
<td>39 kg/NM</td>
<td>24 kg/NM</td>
</tr>
</tbody>
</table>
5.6.4 Average CO2 α per flight

KPI - Average CO2 per ACFT (FIR) 8.2 ton/ACFT
KPI - Average CO2 per ACFT (ENR) 9.8 ton/ACFT
KPI - Average CO2 per ACFT (LTO) 4.3 ton/ACFT

5.7 CANSO Productivity KPIs

5.7.1 ATCO in OPS hour productivity (CANSO KPI 2B)
KPI “ATCO in OPS hour productivity” is calculated by formula “IFR flight hours” divided by “ATCOs in OPS hours”

| ATCO in OPS hour productivity (AZANS) | 0.785 |
| ATCO in OPS hour productivity (Baku ATCC) | 1.643 |
| ATCO in OPS hour productivity (Regional ATCCs) | 0.06 |

5.7.2 Working hours per ATCO in OPS (CANSO KPI 3B)
KPI “Working hours per ATCO in OPS” is calculated by formula “ATCO in OPS hours” divided by “No of ATCO in OPS”

| Monthly working hours per ATCO in OPS (AZANS) | 105.9 |
| Monthly working hours per ATCO in OPS (Baku ATCC) | 85.4 |
| Monthly working hours per ATCO in OPS (Regional ATCCs) | 148.2 |

5.7.3 IFR hours per ATCO in OPS (CANSO KPI 3C)
KPI “IFR hours per ATCO in OPS” is calculated by formula “IFR flight hours” divided by “No of ATCO in OPS”

| Annual IFR hours per ATCO in OPS (AZANS) | 47.6 |
| Annual IFR hours per ATCO in OPS (Baku ATCC) | 70.1 |
| Annual IFR hours per ATCO in OPS (Regional ATCCs) | 4.9 |

Monthly IFR hours per ATCO in OPS

Average CO2 α per flight
5.7.4 Ratio of Frontline Service Staff to ATCO in OPS (CANSO KPI 3D)

KPI “Ratio of Frontline Service Staff to ATCO in OPS” is calculated by formula “No. Frontline Service Support Staff” divided by “No of ATCO in OPS”.

Ratio of Frontline Service Staff to ATCO in OPS – 1.48

5.8 KPI – CCO/CDO operations

Introducing of CCO (Continues Climb Operations) and CDO (Continues Descend Operations) is an initiative to improve ATM efficiency, decrease fuel use and CO2 reduction.

«KPI – CCO/CDO operations» measures percentage of ACFT flown as CCO/ CDO at airport Baku/Heydar Aliyev.

KPI – CCO/CDO operations December 2022 98%