



Air Traffic Statistics Report

May 2023



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1 Baku FIR Air Traffic Statistics Data (IFR movements)

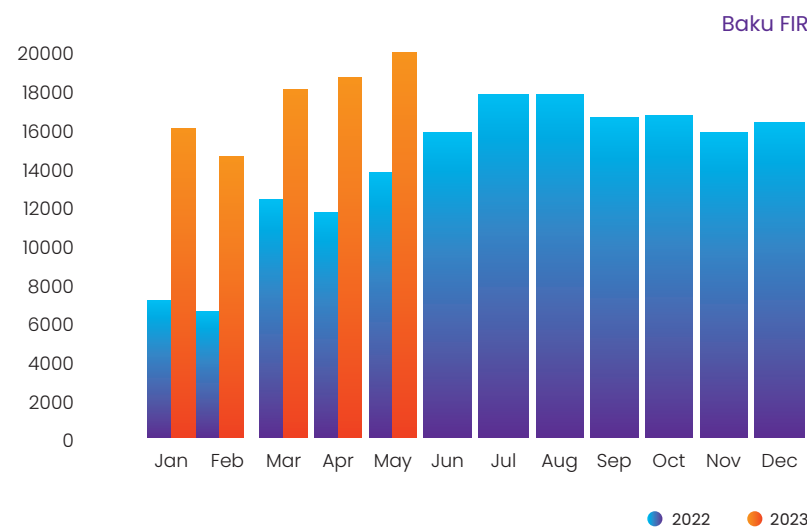
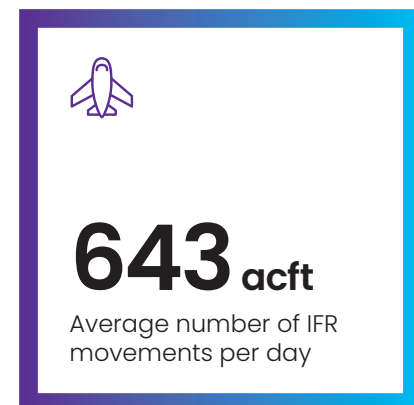
1.1 General Air Traffic Statistics Data



The number of IFR movements within Baku FIR recorded in May is **19928 ACFT**.

Average number of IFR movements per day is **643 ACFT** (Peak day, May 14, 2023 – **686 ACFT**; low day, May 18, 2023 – **612 ACFT**).

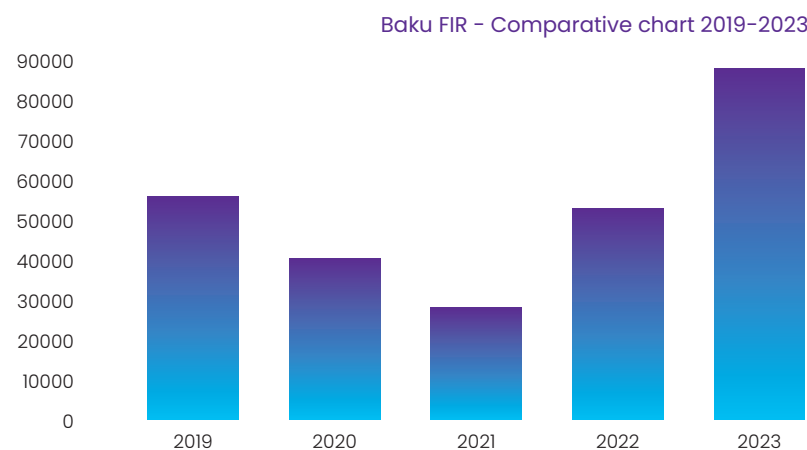
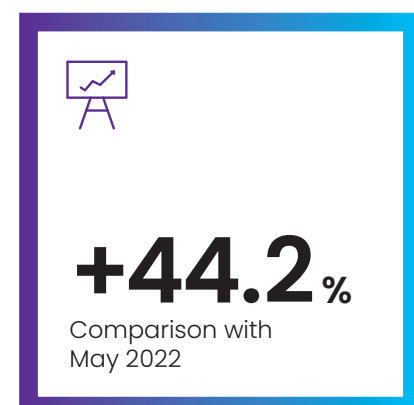
Comparison with May 2022 – **+44.2%**.



The number of IFR movements within Baku FIR recorded for five months 2023 is **87032 ACFT**.

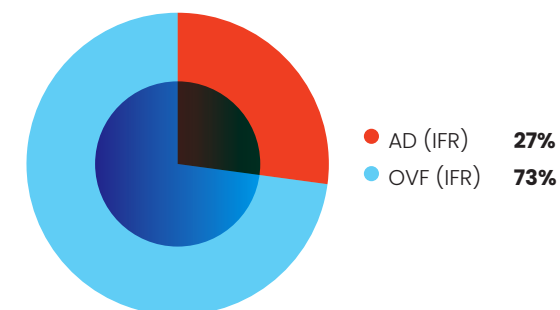
Average number of IFR movements per day is **577 ACFT**.

Comparison with the same period of 2022 – **+67.5%**.



1.2 Traffic Segments

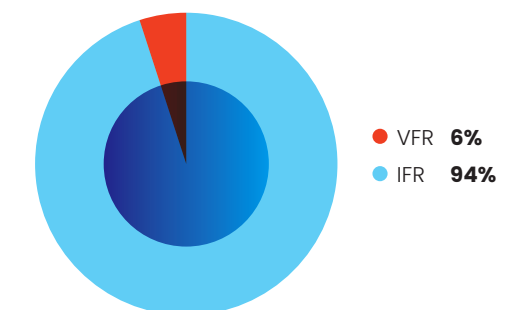
1.2.1 The number of IFR movements within Baku FIR recorded in May is **19928 ACFT**, where **14613 ACFT** are overflight traffic and **5315 ACFT** are aerodrome movements.



1.2.2 Total number of movements within Baku FIR recorded in May is **21128 ACFT**, where **19928 ACFT** are IFR movements and **1200 ACFT** are VFR movements.

Average number of movements per day is **682 ACFT**.

Comparison with May 2022 – **+39.9%**.

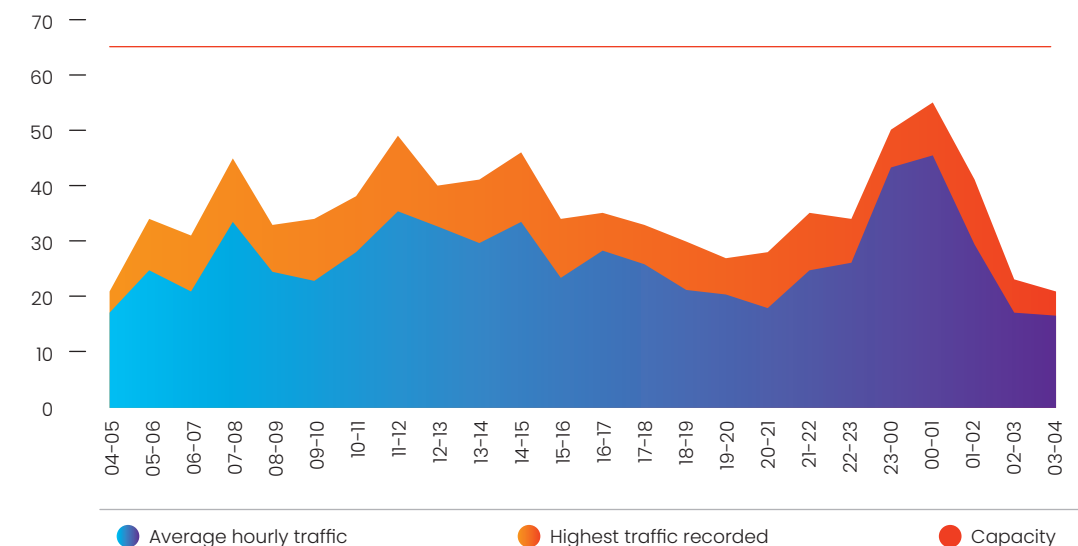


1.3 Capacity vs traffic demand

Highest traffic recorded **53 ACFT** (May 25, 2023 00:00–01:00)

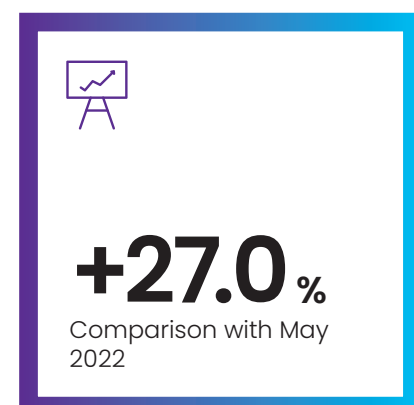
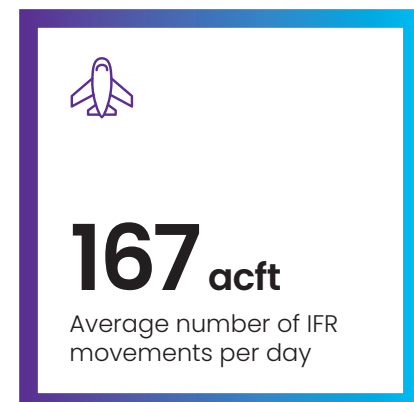
| | | |
|-------------------------------|-------------|----------------|
| Peak hour (May average data): | 00:00–01:00 | 45 ACFT |
| | 23:00–00:00 | 43 ACFT |
| | 11:00–12:00 | 35 ACFT |
| | 14:00–15:00 | 34 ACFT |
| | 07:00–08:00 | 34 ACFT |

The following picture reflects the traffic demand by hour vs capacity of Baku FIR.



2 Aerodrome Movements Statistics Data

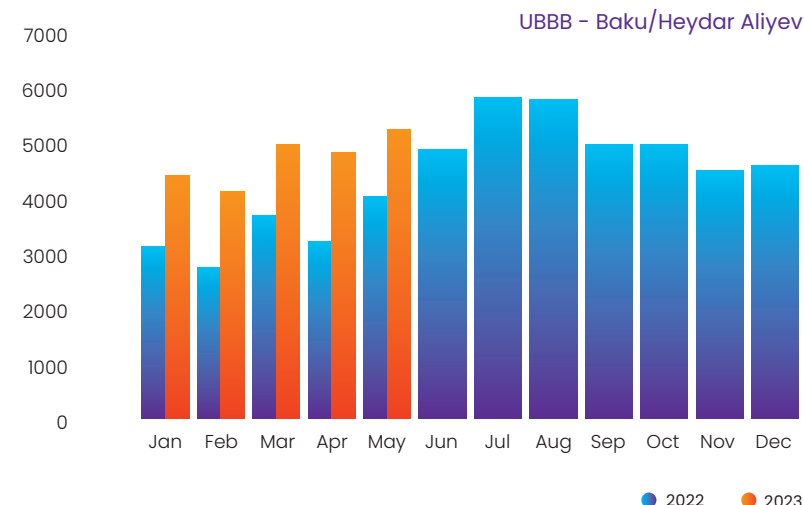
2.1 Heydar Aliyev International airport



Total number of movements at Baku/Heydar Intl' Aliyev airport recorded in May is **5155 ACFT**.

Average number of movements per day is **167 ACFT** (Peak day, May 01, 2023 – **189 ACFT**; low day, May 05, 2023 – **152 ACFT**).

Comparison with May 2022 – **+27.0%**.

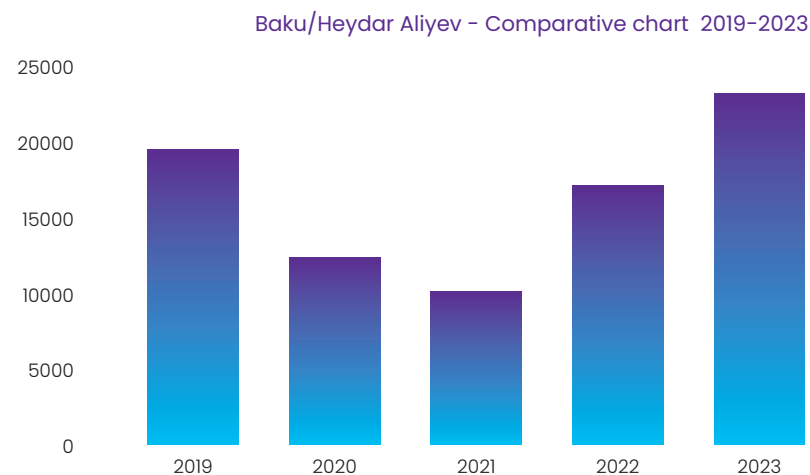


2.1.2 Comparative chart 2019 – 2023

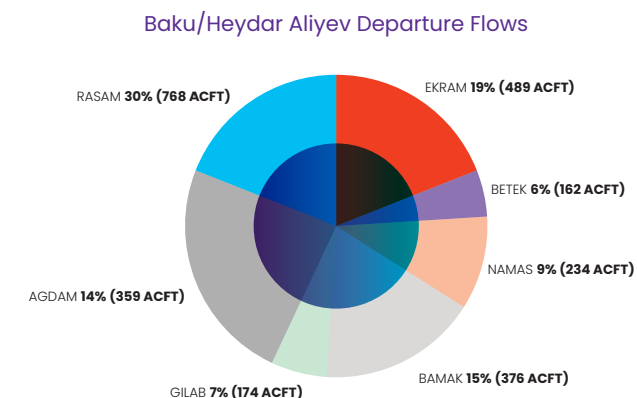
The number of movements at Baku/Heydar Intl' Aliyev airport recorded for five months 2023 is **23526 ACFT**.

Average number of movements per day is **156 ACFT**.

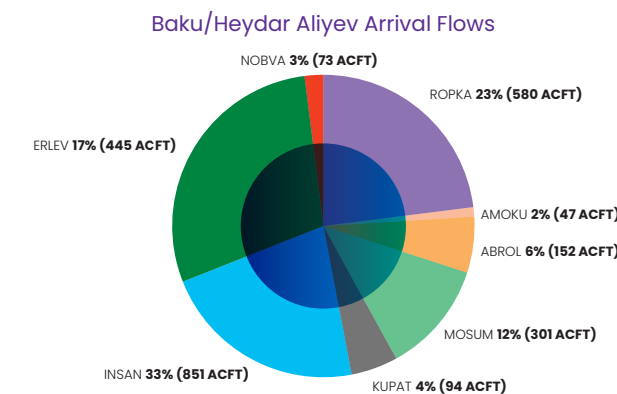
Comparison with the same period of 2022 – **+39.2%**.



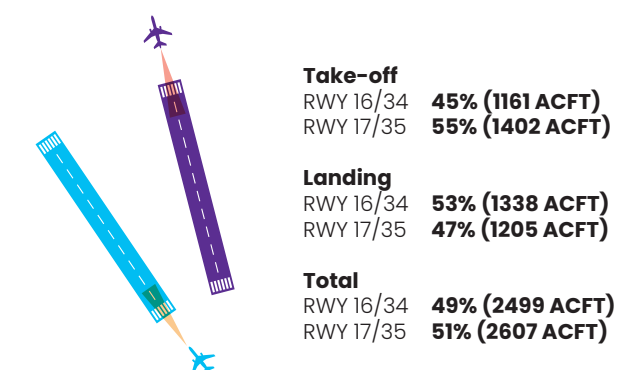
2.1.3 Air traffic flows – Load of SIDs.



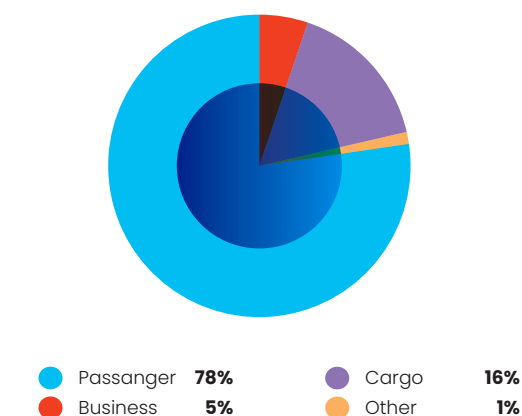
2.1.4 Air traffic flows – Load of STARs



2.1.5 Use of RWY 16/34 and 17/35

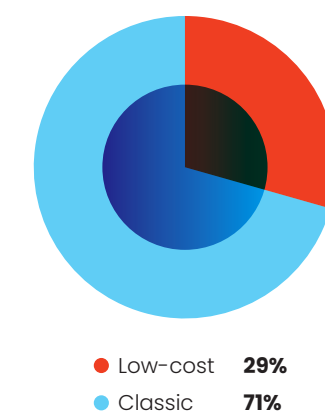


2.1.6 Types of flights

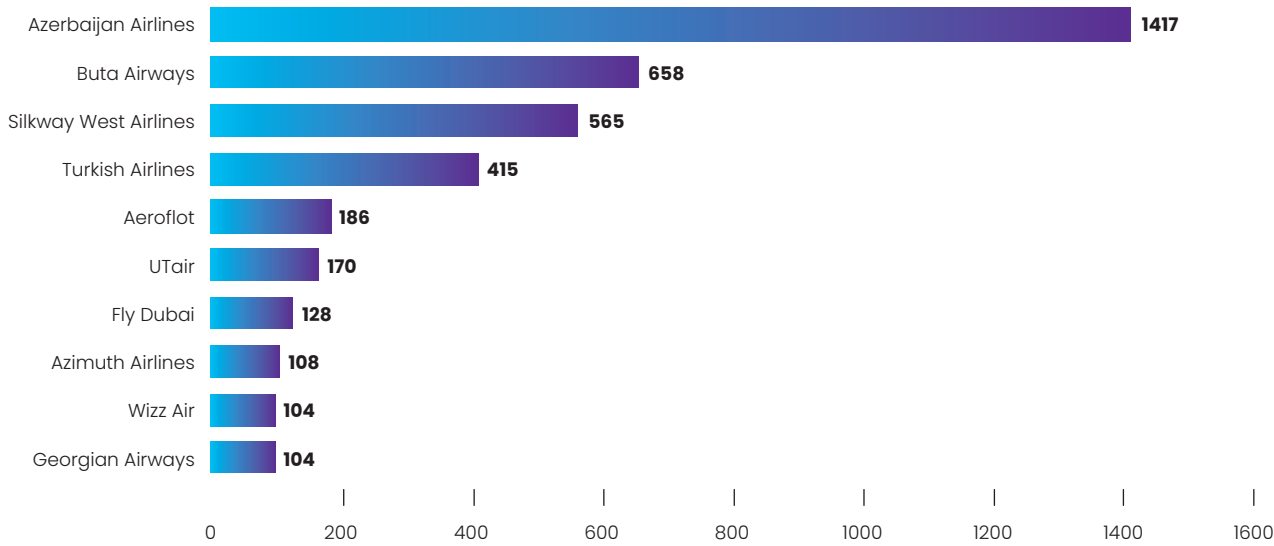


2.1.7 Passenger flights (Budget/low-cost vs classic)

Budget/low-cost airlines: Buta Airways, Air Baltic, Fly Dubai, Air Arabia, Air Arabia Abu Dhabi, Jazeera Airways, Pegasus Airlines, Flynas, Fly Arystan, WizzAir, WizzAir Malta and WizzAir Abu Dhabi.

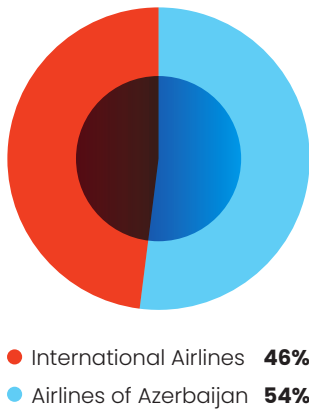


2.1.8 Aircraft Operators – Top 10 Airspace Users

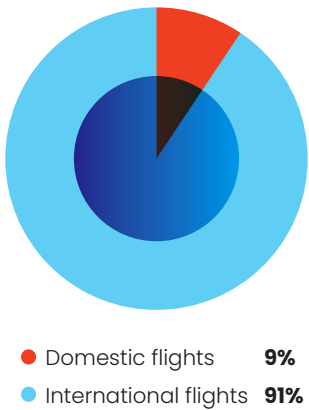


Note: This chart shows the number of flights in May 2023.

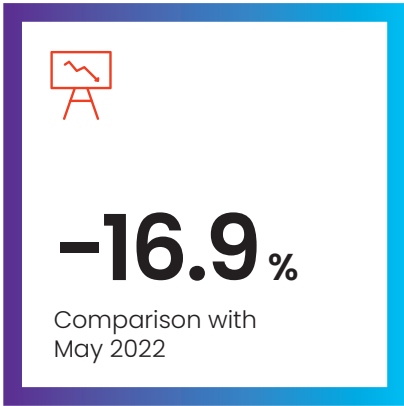
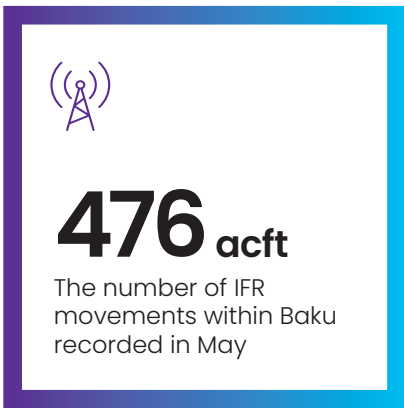
2.1.9 Aircraft Operators – Airlines of Azerbaijan vs international airlines



2.1.10 Traffic segments – Domestic vs International



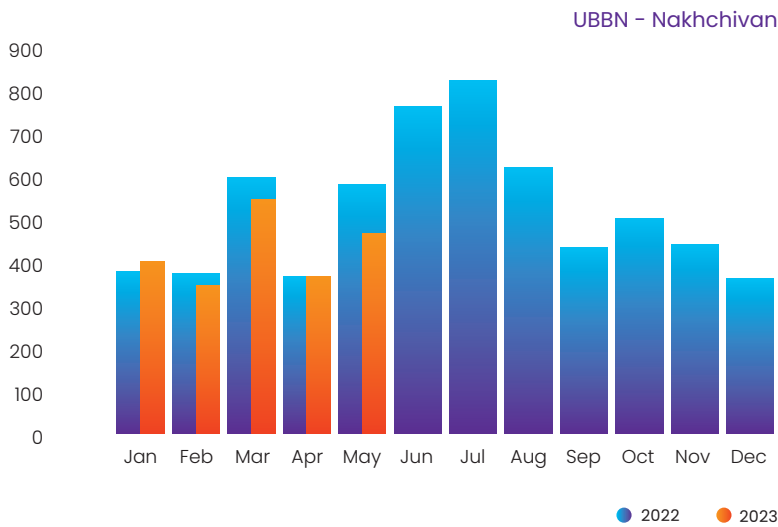
2.2 Nakhchivan International airport



Total number of movements at Nakhchivan International airport recorded in May is **476 ACFT**.

Average number of movements per day is **16 ACFT**.

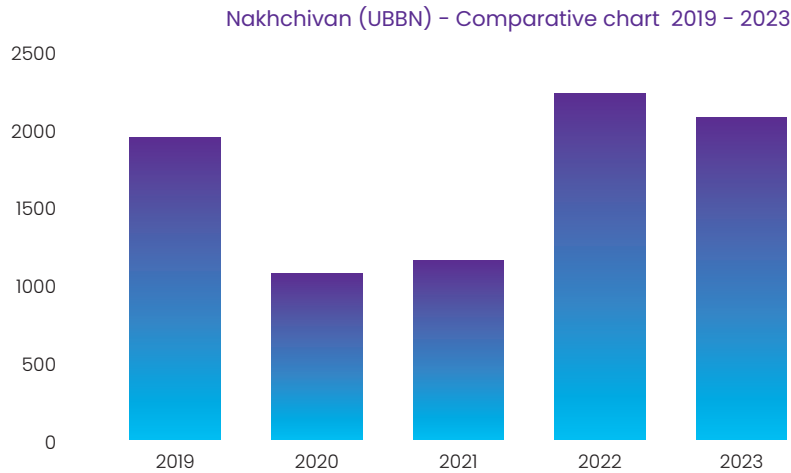
Comparison with May 2022 – **-16.9%**.



The number of movements at Nakhchivan International airport recorded for five months 2023 is **2100 ACFT**.

Average number of movements per day is **14 ACFT**.

Comparison with the same period of 2022 – **-7.0%**.



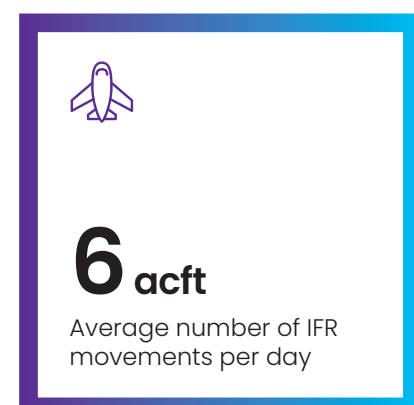
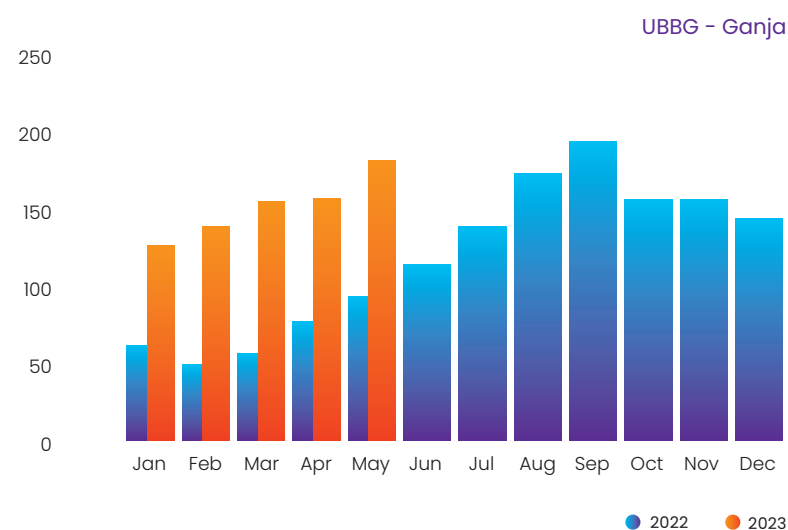
2.3 Ganja International airport



Total number of movements at Ganja International airport recorded in May is **181 ACFT.**

Average number of movements per day is **6 ACFT.**

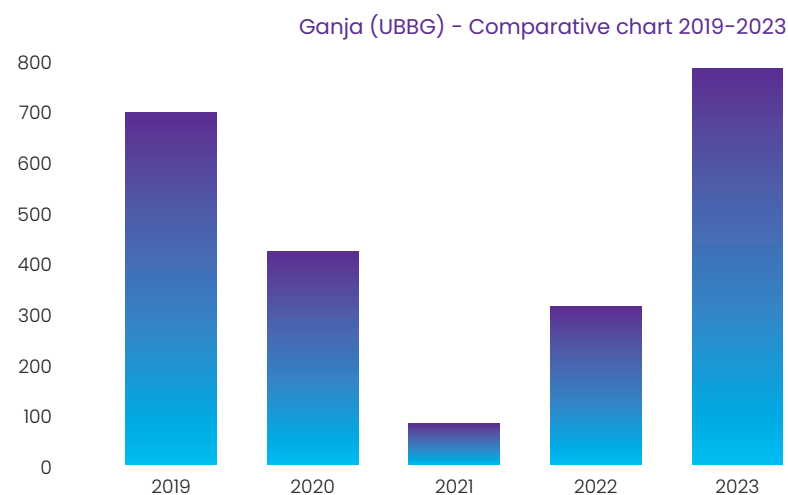
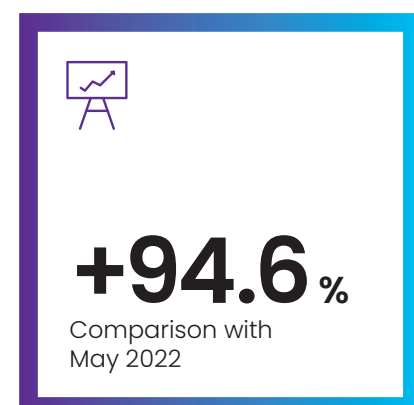
Comparison with May 2022 – **+94.6%.**



The number of movements at Ganja International airport recorded for five months 2023 is **774 ACFT.**

Average number of movements per day is **6 ACFT.**

Comparison with the same period of 2022 – **+137.4%.**



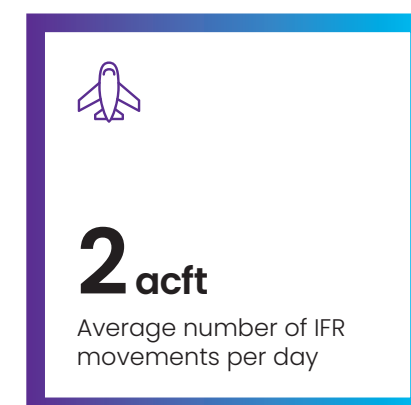
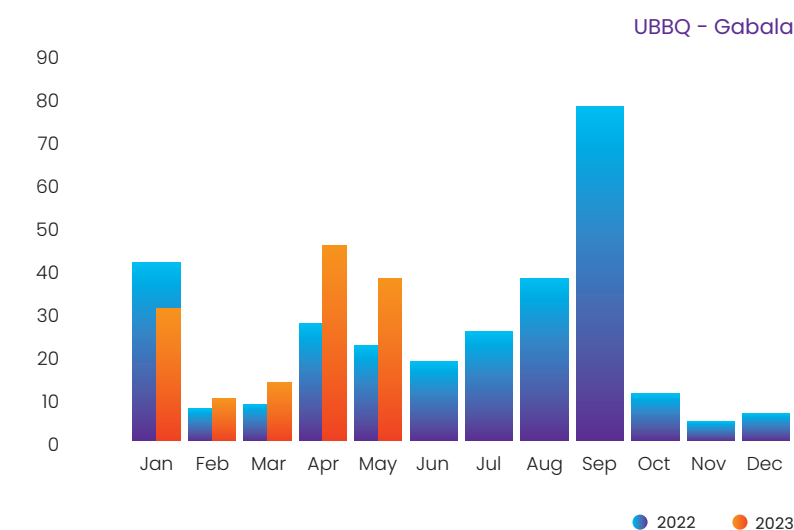
2.4 Gabala International airport



Total number of movements at Gabala International airport recorded in May is **38 ACFT.**

Average number of movements per day is **2 ACFT.**

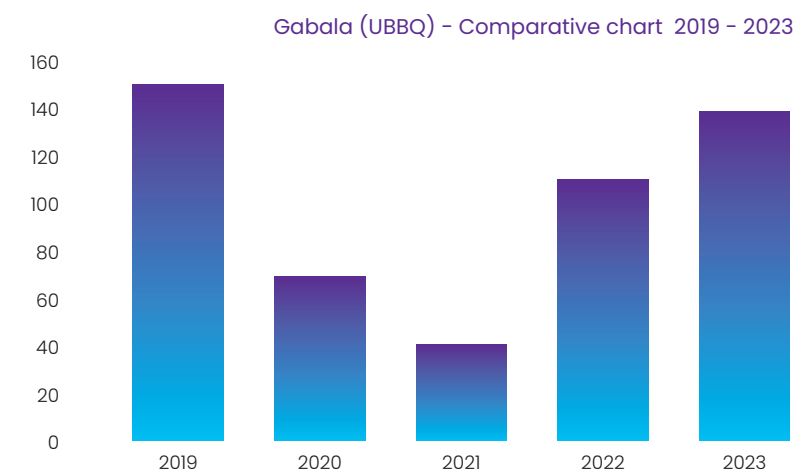
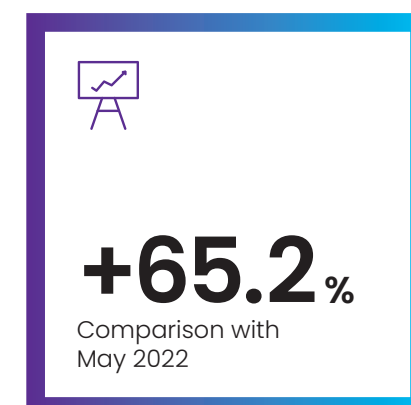
Comparison with May 2022 – **+65.2%.**



The number of movements at Gabala International airport recorded for five months 2023 is **140 ACFT.**

Average number of movements per day is **0.9.**

Comparison with the same period of 2022 – **+27.3%.**



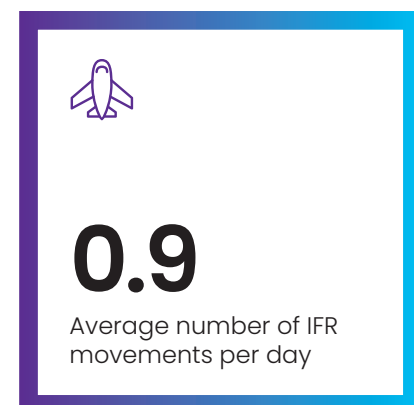
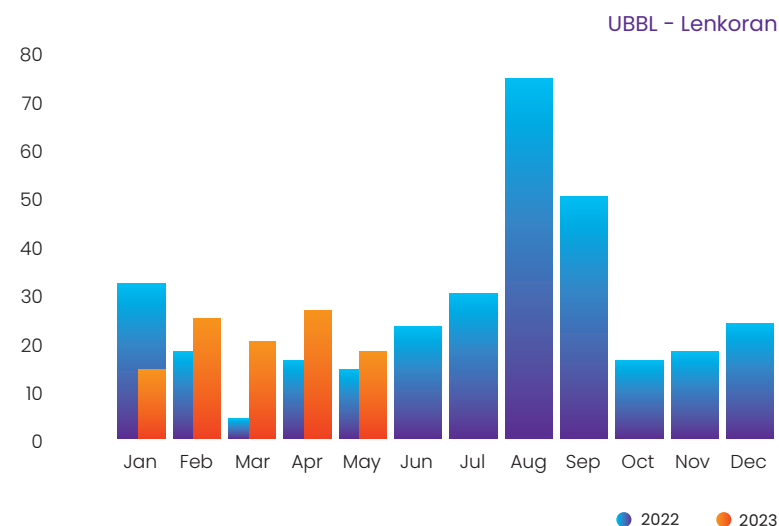
2.5 Lenkoran International airport



Total number of movements at Lenkoran International airport recorded in May is **18 ACFT**.

Average number of movements per day is **0.9**.

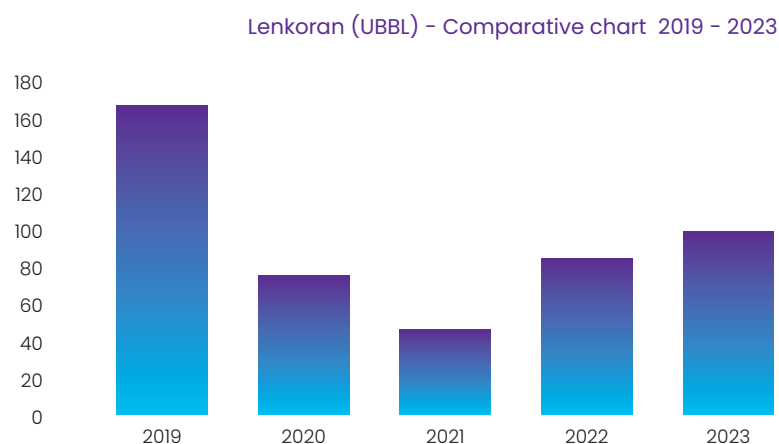
Comparison with May 2022 – **+28.6%**.



The number of movements at Lenkoran International airport recorded for five months 2023 is **102 ACFT**.

Average number of movements per day is **0.7**.

Comparison with the same period of 2022 – **+21.4%**.



2.6 Fuzuli International airport.

Total number of movements – **28 ACFT**

Average number of movements per day – **0.9**

2.7 Zagatala International airport.

Total number of movements – **4 ACFT**

Average number of movements per day – **0.1**

2.8 Zangilan International airport.

Total number of movements – **6 ACFT**

Average number of movements per day – **0.2**

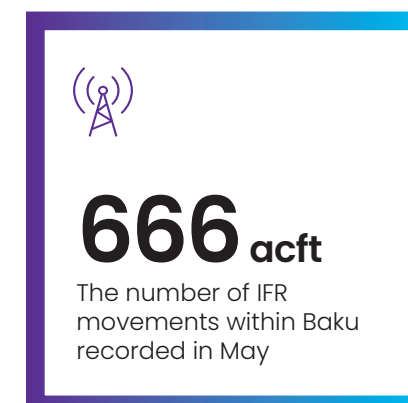
2.9 Yevlakh airport.

Total number of movements – **8 ACFT**

Average number of movements per day – **0.3**

3 VFR Movements Statistics data

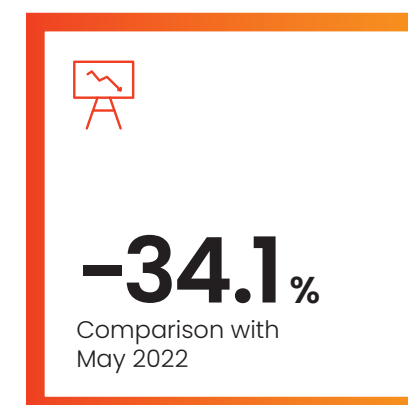
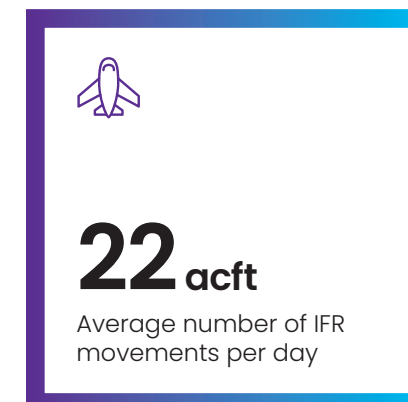
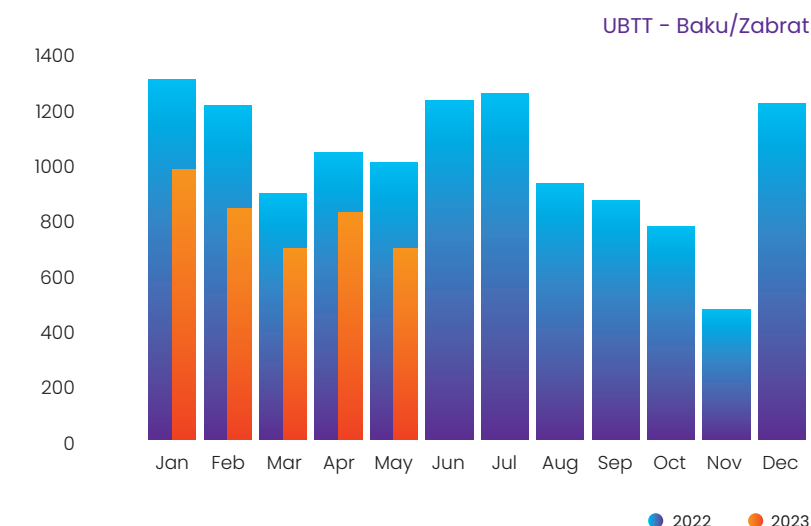
3.1 Baku/Zabrat airport



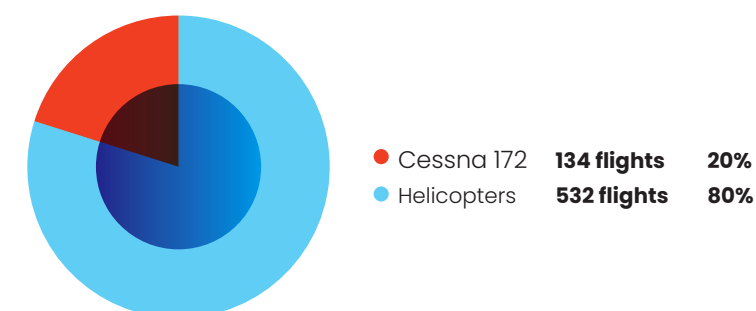
Total number of VFR movements at Baku/Zabrat airport recorded in May is **666 ACFT**.

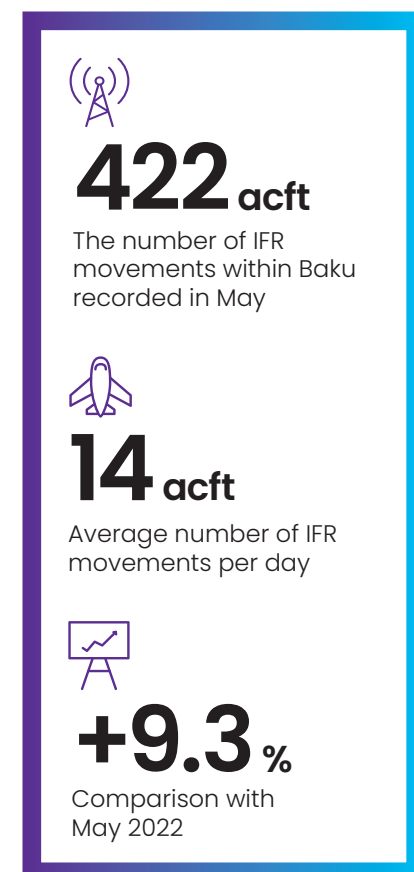
Average number of movements per day is **22 ACFT**

Comparison with May 2022 – **-34.1%**.



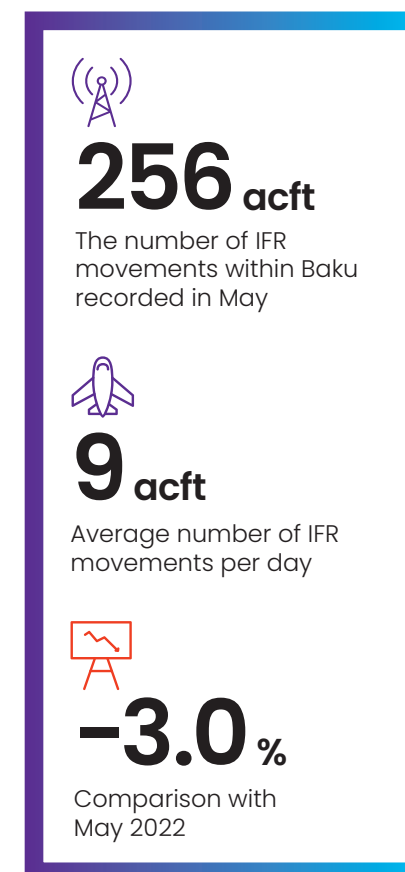
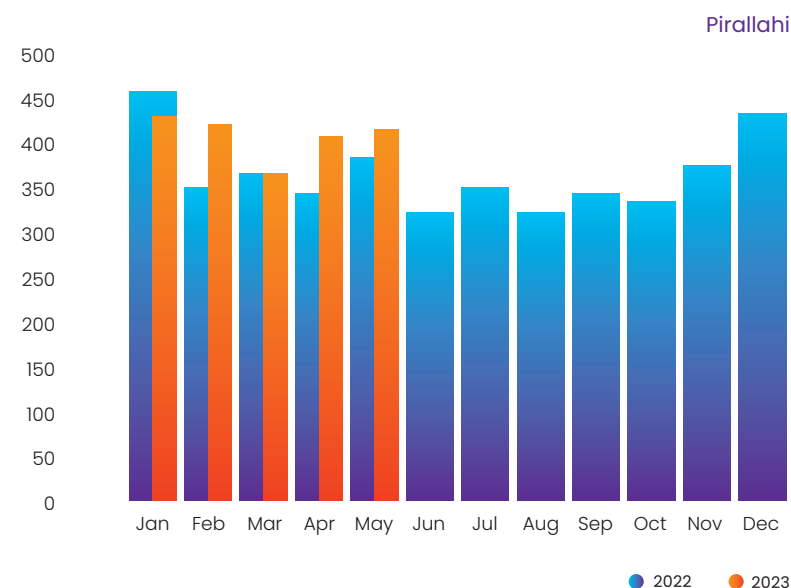
The Baku/Zabrat aerodrome is the base of training flights for student pilots of the National Aviation Academy. The student pilot training program includes en-route flight training and training maneuvers (take-off, landing, go-around) on the Cessna-172 aircraft





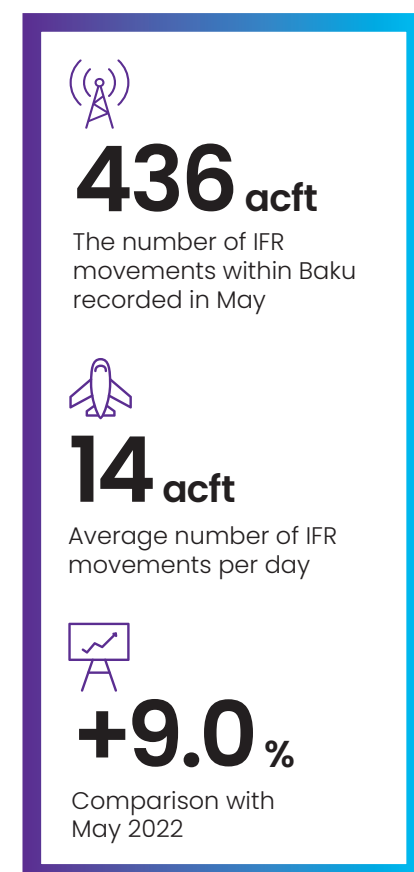
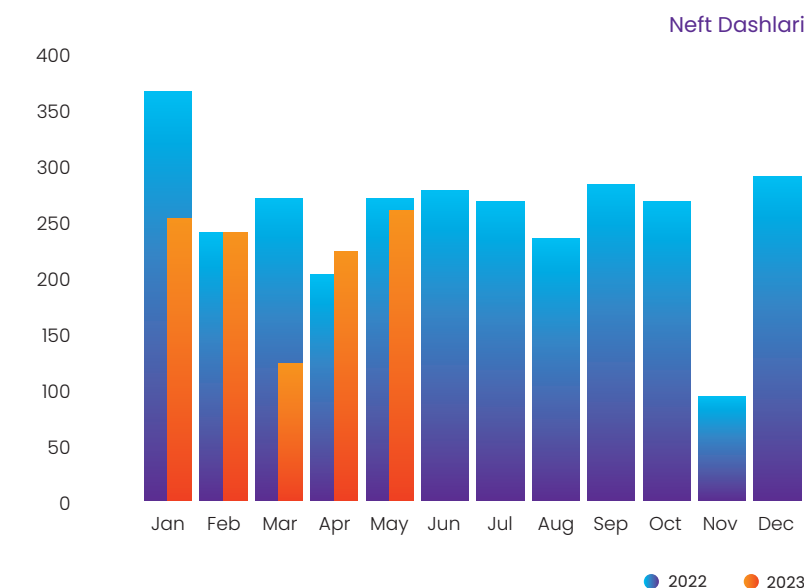
3.2 Pirallahi heliport

Total number of VFR movements at Pirallahi heliport recorded in May is **422 ACFT**.
Average number of movements per day is **14 ACFT**
Comparison with May 2022 – **+9.3%**.



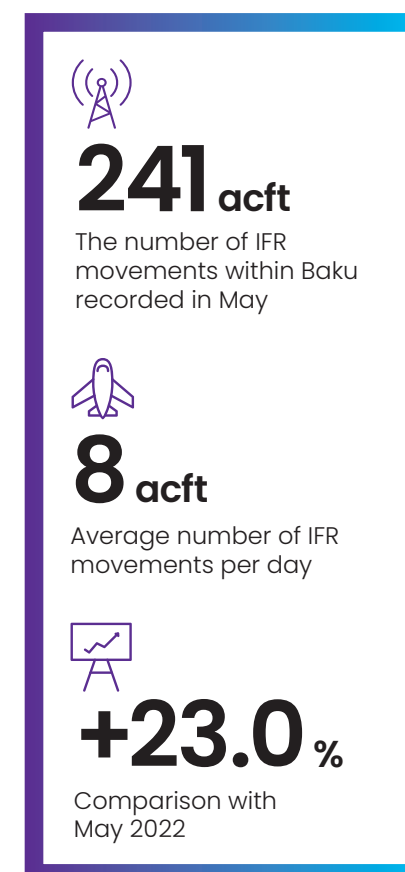
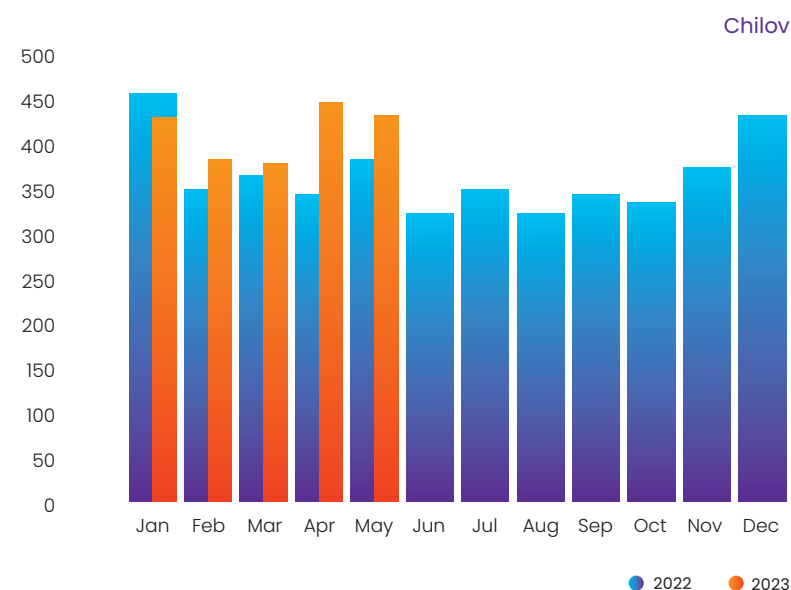
3.4 Neft Dashlari heliport

Total number of VFR movements at Neft Dashlari heliport recorded in May is **256 ACFT**.
Average number of movements per day is **9 ACFT**
Comparison with May 2022 – **-3.0%**.



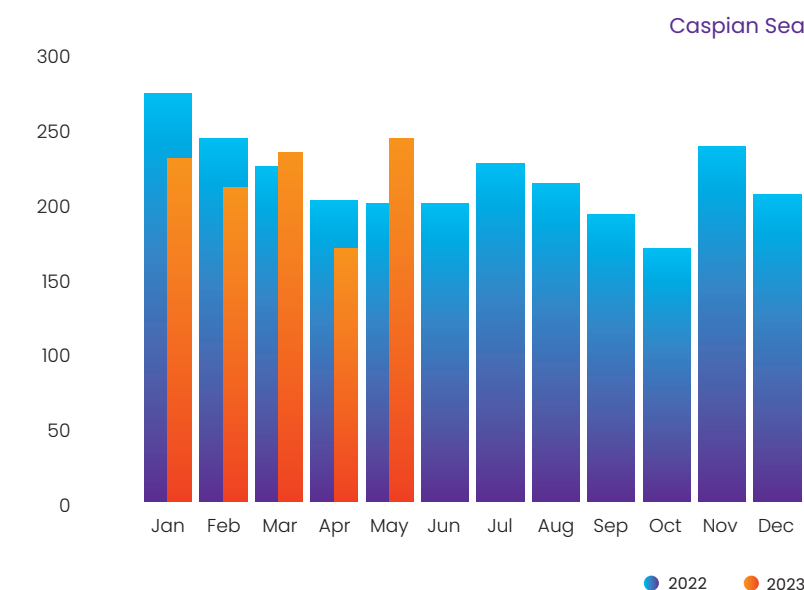
3.3 Chilov heliport

Total number of VFR movements at Chilov heliport recorded in May is **436 ACFT**.
Average number of movements per day is **14 ACFT**
Comparison with May 2022 – **+9.0%**.



3.5 Helipads on the ships and offshore drilling rigs in the Caspian Sea

Total number of VFR movements at helipads on the ships and offshore drilling rigs in the Caspian Sea recorded in May is **241 ACFT**.
Average number of movements per day is **8 ACFT**
Comparison with May 2022 – **+23.0%**.

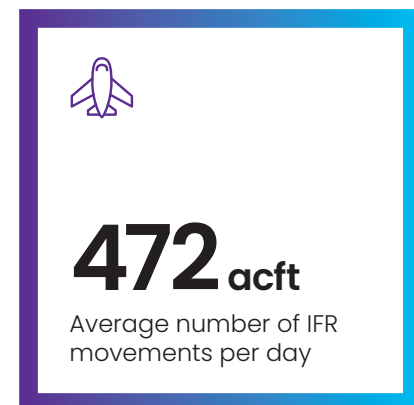
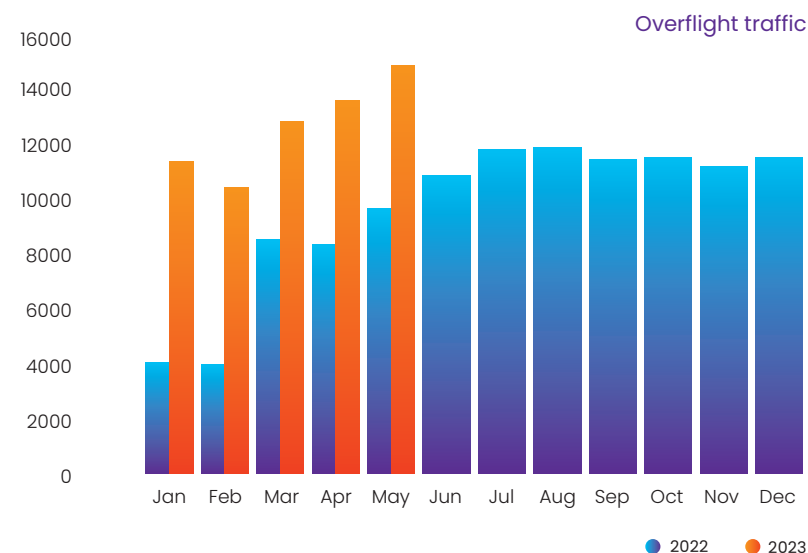


4 Overflight Air Traffic Statistics Data

4.1 General Air Traffic Statistics Data

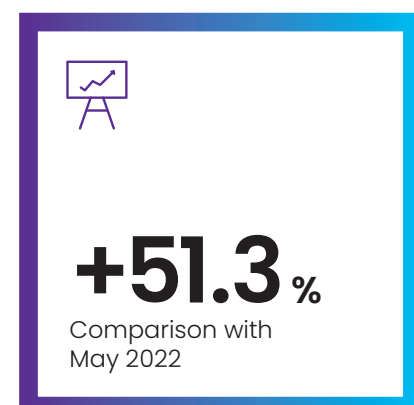
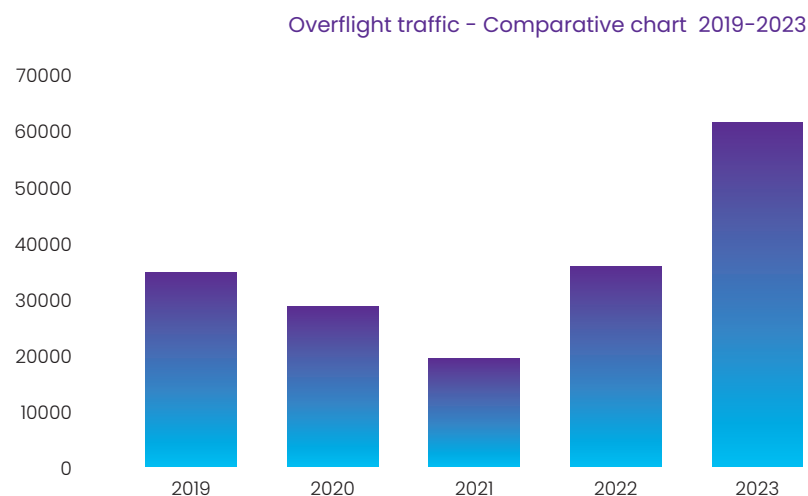


The number of overflights via Baku FIR recorded in May is **14613 ACFT**.
Average number of overflights per day is **472 ACFT** (Peak day, May 14, 2023 – **510 ACFT**; low day, May 08, 2023 – **434 ACFT**).
Comparison with May 2022 – **+51.3%**.

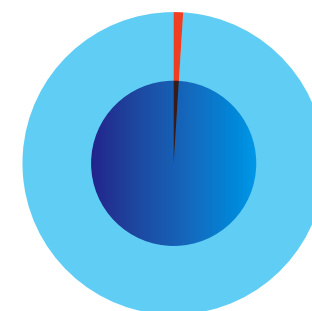


The number of overflights via Baku FIR recorded for five months 2023 is **62649 ACFT**.

Average number of overflights per day is **415 ACFT**.
Comparison with the same period of 2022 – **+81.1%**.

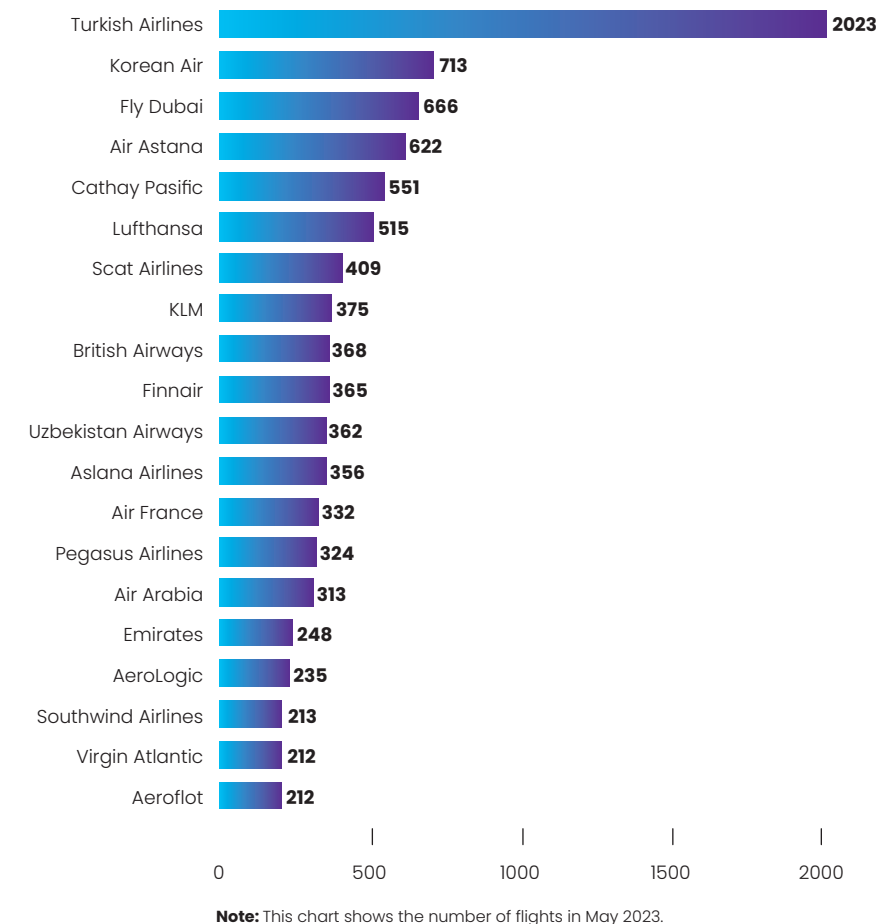


4.2 Traffic segments

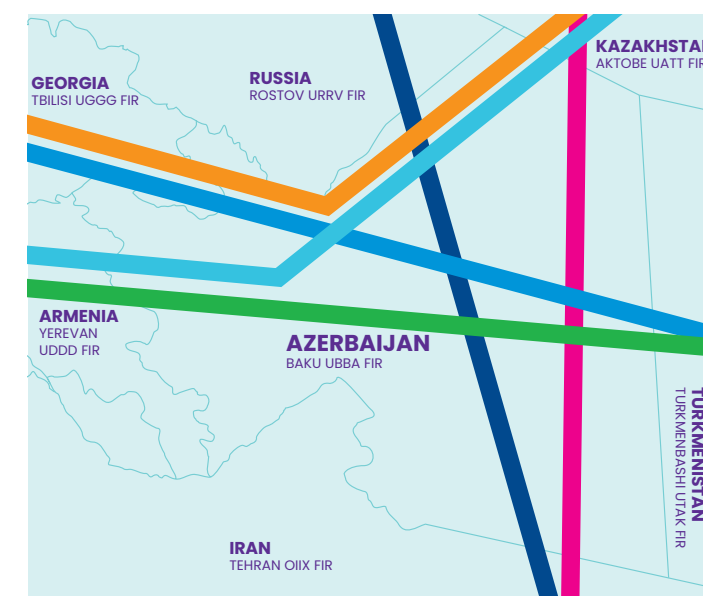


● Civil **14459 ACFT**
● NATO **20 ACFT**
● Russian Air Force **44 ACFT**

4.3 Aircraft Operators – Top 20 Airspace Users



4.4 Air traffic flows – main overflight flows.



● Georgia – Turkmenistan and v.v. **30% (4342 ACFT)**
● Georgia – Kazakhstan and v.v. **31% (4496 ACFT)**
● Iran – Russia and v.v. **3% (481 ACFT)**
● Turkmenistan – Armenia and v.v. **6% (856 ACFT)**
● Kazakhstan – Armenia and v.v. **9% (1388 ACFT)**
● Iran – Kazakhstan and v.v. **13% (1862 ACFT)**
● Other directions (Total) **8% (1188 ACFT)**

5 Key Performance Indicators (KPIs)

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

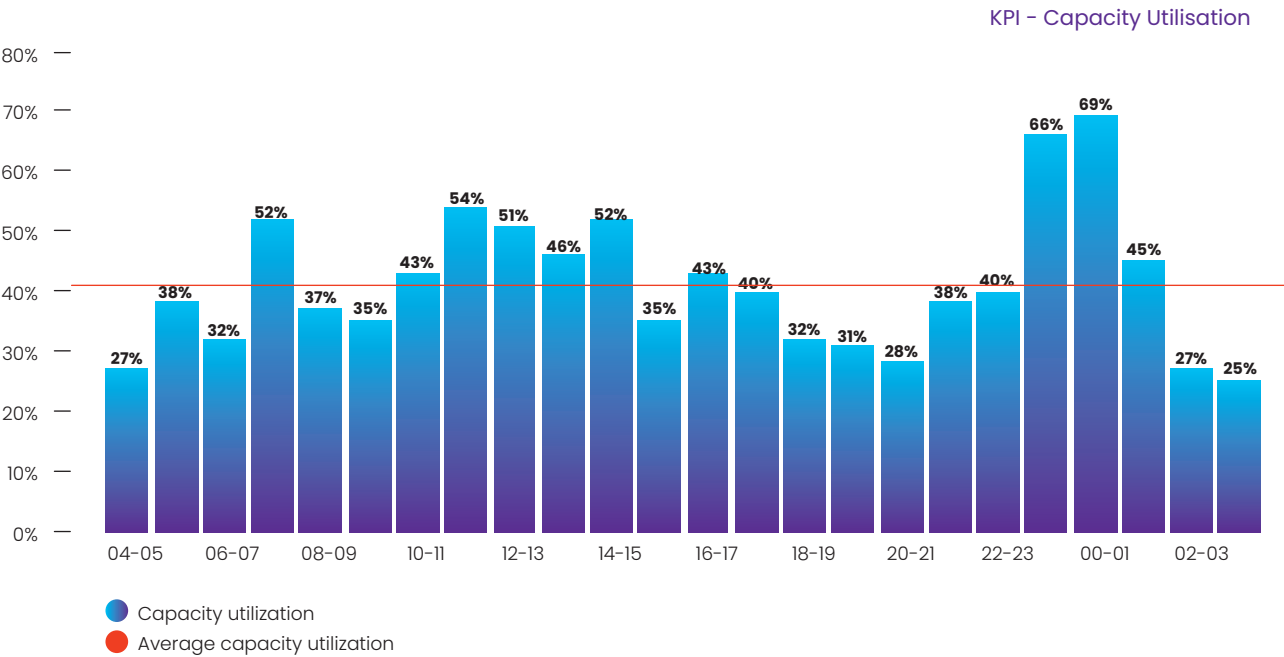
5.1 KPI – Capacity Utilization.

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%.

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 2022 | 16 | 16 | 26 | 25 | 29 | 34 | 37 | 37 | 36 | 35 | 34 | 34 |
| 2023 | 33 | 33 | 37 | 40 | 41 | | | | | | | |

Capacity Utilization May 2023 **41%**



5.2 KPI – Total Distance flown.

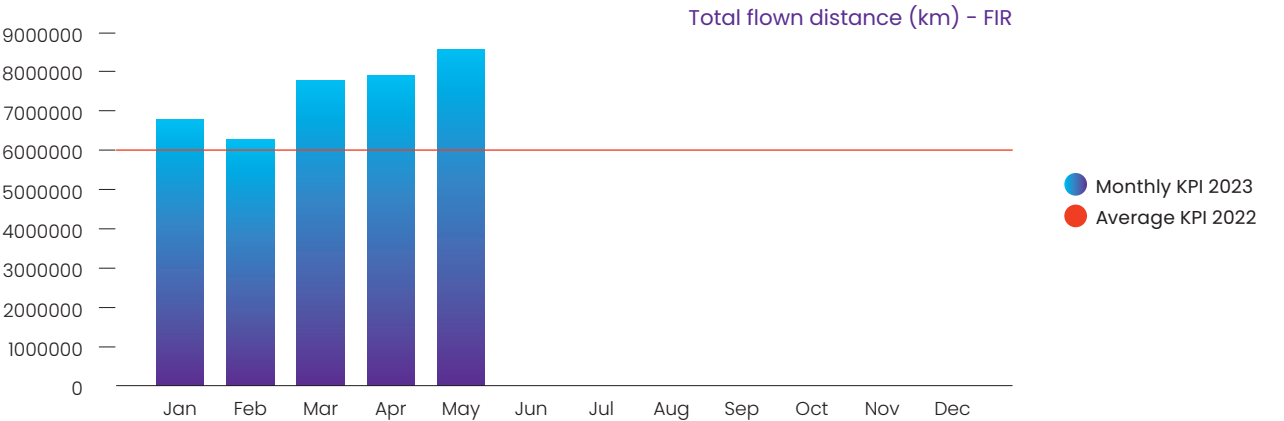
KPI-Flown distance is a total flown distance. KPI is km.

5.2.1 KPI – Total Distance flown – Baku FIR. (Combined en-route traffic and aerodrome movements).

All the traffic data of Baku FIR (overflight and aerodrome movements) is used for calculation of KPI – Total flown distance (FIR).

| | Jan | Feb | Mar | Apr | May | Jun |
|------|-----------|-----------|-----------|-----------|-----------|-----------|
| 2022 | 3 017 241 | 2 828 769 | 5 247 488 | 5 021 980 | 5 855 889 | 6 700 779 |
| 2023 | 6 826 061 | 6 226 183 | 7 721 660 | 7 971 465 | 8 590 043 | |

| | Jul | Aug | Sep | Oct | Nov | Dec |
|------|-----------|-----------|-----------|-----------|-----------|-----------|
| 2022 | 7 478 958 | 7 531 786 | 7 018 478 | 7 081 076 | 6 805 131 | 7 019 174 |
| 2023 | | | | | | |

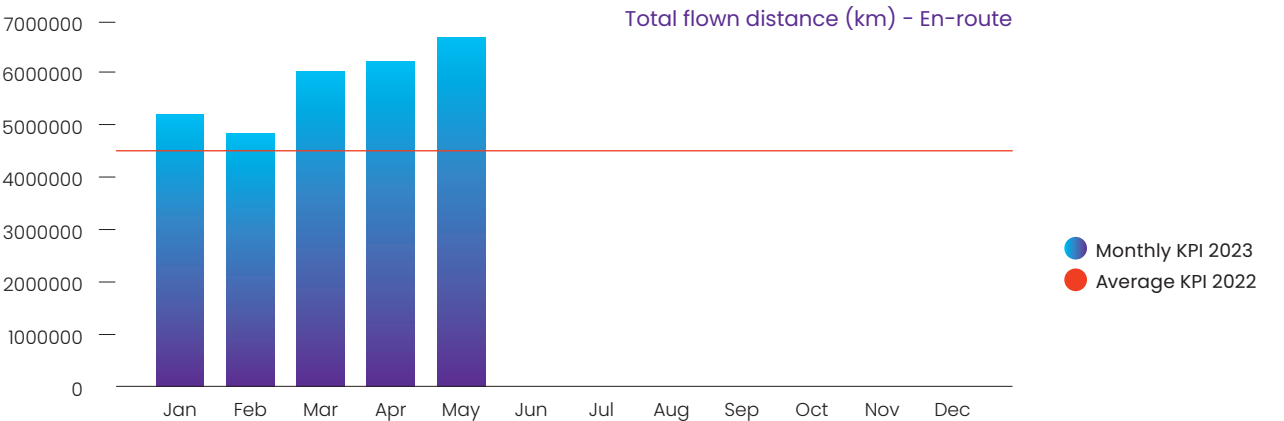


5.2.2 KPI – Total Distance flown – En-route traffic.

Only overflight traffic data is used for calculation of Total flown distance (ENR).

| | Jan | Feb | Mar | Apr | May | Jun |
|------|-----------|-----------|-----------|-----------|-----------|-----------|
| 2022 | 1 929 590 | 1 875 524 | 3 950 238 | 3 876 366 | 4 429 406 | 4 988 482 |
| 2023 | 5 296 353 | 4 803 864 | 5 979 971 | 6 278 415 | 6 796 296 | |

| | Jul | Aug | Sep | Oct | Nov | Dec |
|------|-----------|-----------|-----------|-----------|-----------|-----------|
| 2022 | 5 440 267 | 5 509 422 | 5 281 026 | 5 341 818 | 5 228 581 | 5 412 507 |
| 2023 | | | | | | |



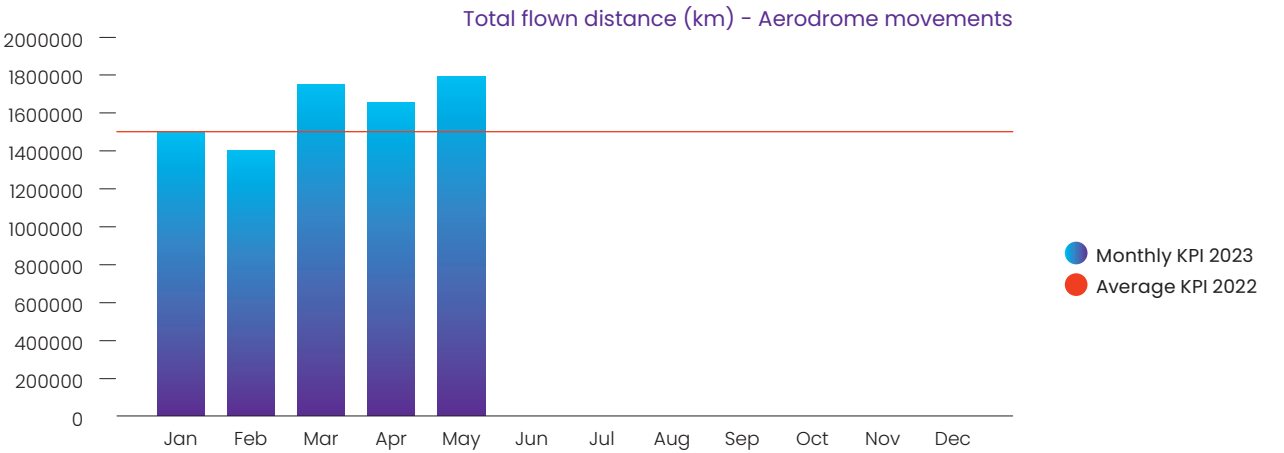


5.2.3 KPI – Total Distance flown – Aerodrome movements.

Only aerodrome movements data is used for calculation of Total flown distance (AD).

| | Jan | Feb | Mar | Apr | May | Jun |
|------|-----------|-----------|-----------|-----------|-----------|-----------|
| 2022 | 1 087 652 | 953 245 | 1 297 250 | 1 145 614 | 1 426 483 | 1 712 296 |
| 2023 | 1 529 708 | 1 422 319 | 1 741 689 | 1 693 050 | 1 793 747 | |

| | Jul | Aug | Sep | Oct | Nov | Dec |
|------|-----------|-----------|-----------|-----------|-----------|-----------|
| 2022 | 2 038 691 | 2 022 364 | 1 737 452 | 1 739 258 | 1 576 550 | 1 606 667 |
| 2023 | | | | | | |



5.3 KPI–Average flown distance per ACFT

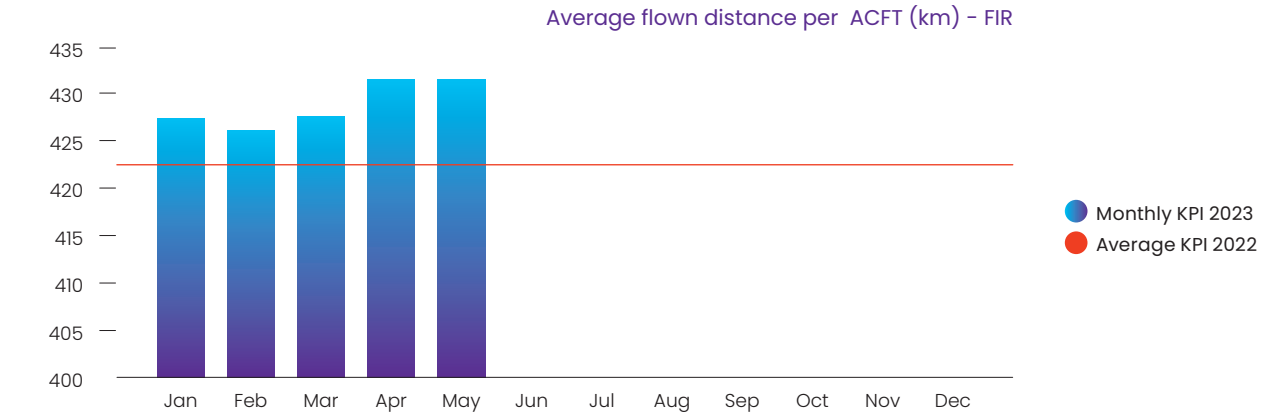
KPI- Average flown distance is calculation of average distance flown by ACFT by the following formula: the value of “total flown distance in kilometers” is divided by the value of “number of ACFT”. KPI is km/ACFT.

5.3.1 KPI – Average flown distance (FIR)

All the traffic data of Baku FIR (overflight and aerodrome movements) is used for calculation of average flown distance (FIR).

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 2022 | 413 | 419 | 424 | 429 | 424 | 422 | 420 | 422 | 421 | 423 | 427 | 429 |
| 2023 | 428 | 427 | 428 | 431 | 431 | | | | | | | |

KPI – Average flown distance (FIR) May 2023 **431 km/ACFT**

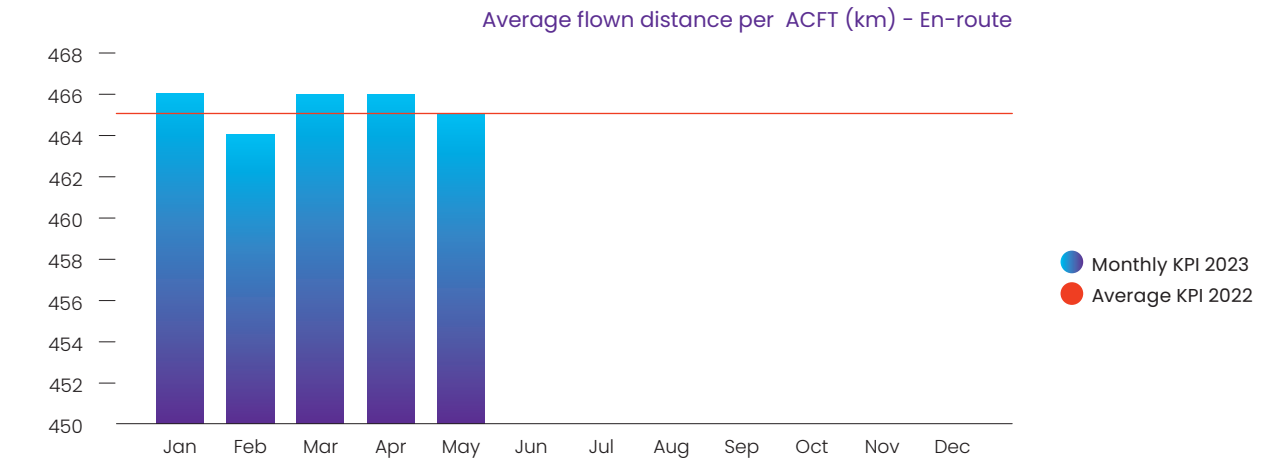


5.3.2 KPI – Average flown distance (ENR)

Only overflight traffic data is used for calculation of KPI – Average flown distance (ENR).

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 2022 | 475 | 478 | 462 | 462 | 459 | 460 | 461 | 462 | 461 | 464 | 467 | 468 |
| 2023 | 466 | 464 | 466 | 466 | 465 | | | | | | | |

KPI – Average flown distance (ENR) May 2023 **465 km/ACFT**

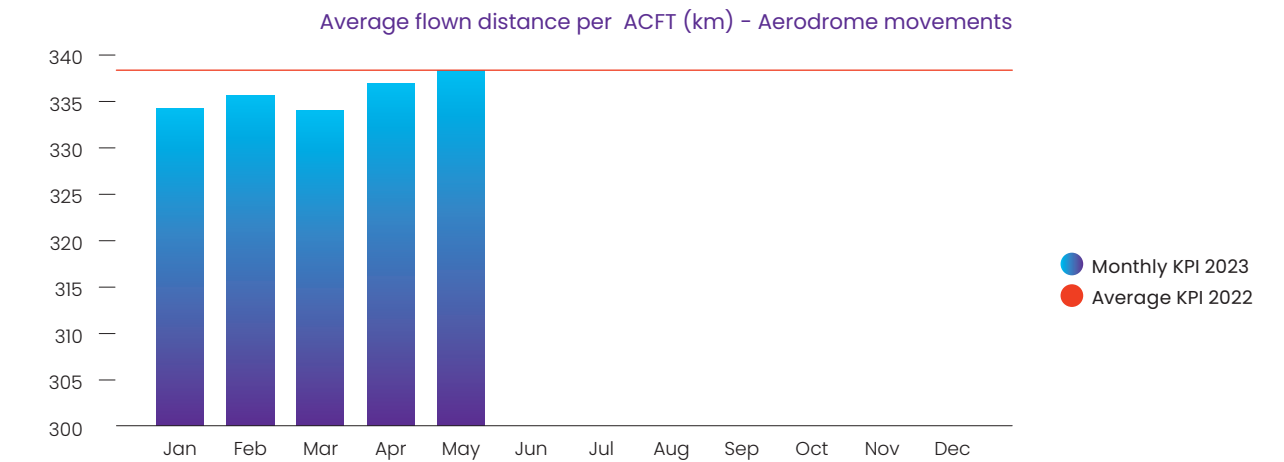


5.3.3 KPI- Average flown distance (AD)

Only aerodrome movements data is used for calculation of Average flown distance (AD).

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 2022 | 335 | 337 | 340 | 345 | 342 | 340 | 339 | 340 | 334 | 333 | 334 | 335 |
| 2023 | 334 | 336 | 333 | 337 | 338 | | | | | | | |

KPI – Average flown distance (AD) May 2023 **338 km/ACFT**



5.4 KPI –Total IFR/hours

KPI- IFR/hours is a total flown IFR/hours. KPI is IFR/hours.

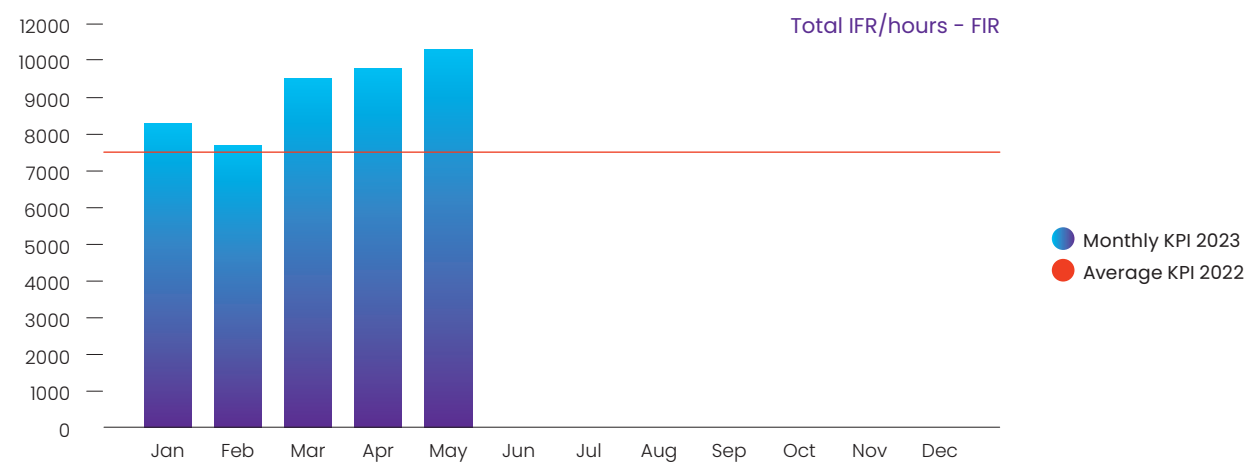
5.4.1 Total IFR/hours –FIR Baku

All the traffic data of Baku FIR (overflight and aerodrome movements) is used for calculation of KPI – IFR/hours (FIR).

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|-------------|------|------|------|------|-------|------|------|------|------|------|------|------|
| 2022 | 3863 | 3610 | 6510 | 6153 | 7216 | 8287 | 9204 | 9218 | 8609 | 8728 | 8343 | 8616 |
| 2023 | 8388 | 7665 | 9484 | 9709 | 10425 | | | | | | | |

KPI – Total IFR/hours (FIR) May 2023

10425 IFR/hours



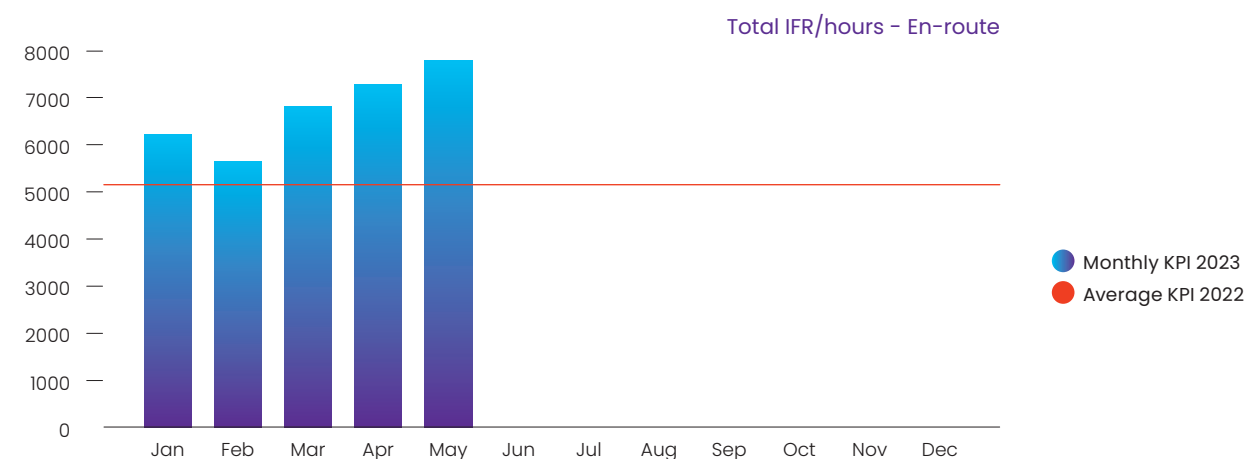
5.4.2 Total IFR/hours –Enroute

Only overflight traffic data is used for calculation of KPI – IFR/hours (ENR).

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| 2022 | 2257 | 2183 | 4569 | 4477 | 5098 | 5727 | 6192 | 6272 | 6061 | 6157 | 6035 | 6271 |
| 2023 | 6147 | 5579 | 6908 | 7236 | 7798 | | | | | | | |

KPI – Total IFR/hours (ENR) May 2023

7798 IFR/hours



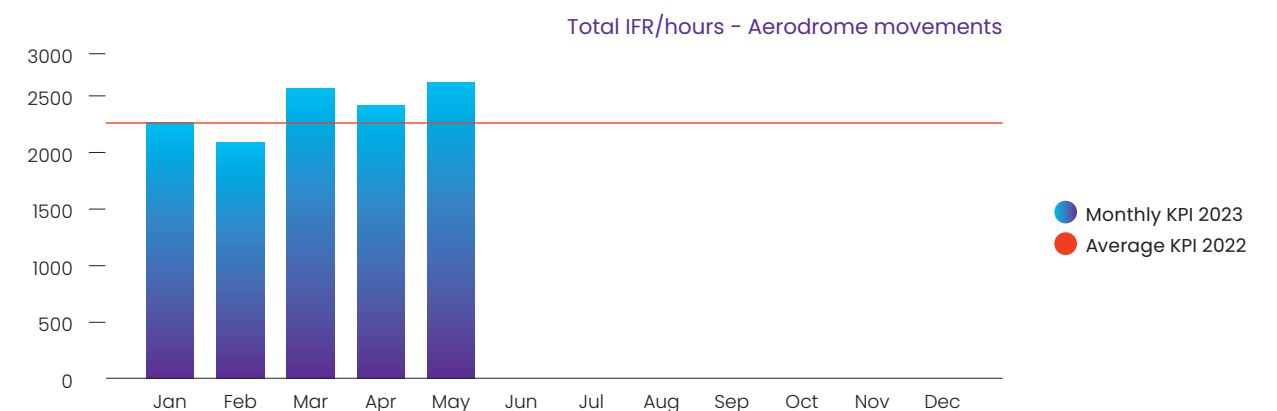
5.4.3 Total IFR/hours –Aerodrome movements

Only aerodrome movements data is used for calculation of KPI – IFR/hours (AD).

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| 2022 | 1607 | 1427 | 1941 | 1676 | 2118 | 2560 | 3012 | 2947 | 2548 | 2572 | 2308 | 2346 |
| 2023 | 2241 | 2086 | 2576 | 2473 | 2627 | | | | | | | |

KPI – Total IFR/hours (AD) May 2023

2627 IFR/hours



5.5 KPI – Average IFR/min per ACFT

KPI – IFR/min per ACFT is an average flown IFR/min per ACFT. KPI is IFR/hours.

KPI – Average flown IFR/min per ACFT is calculation of average time flown by ACFT by the following formula: the value of “total flown time in minutes” is divided by the value of “number of ACFT”. KPI is min/ACFT.

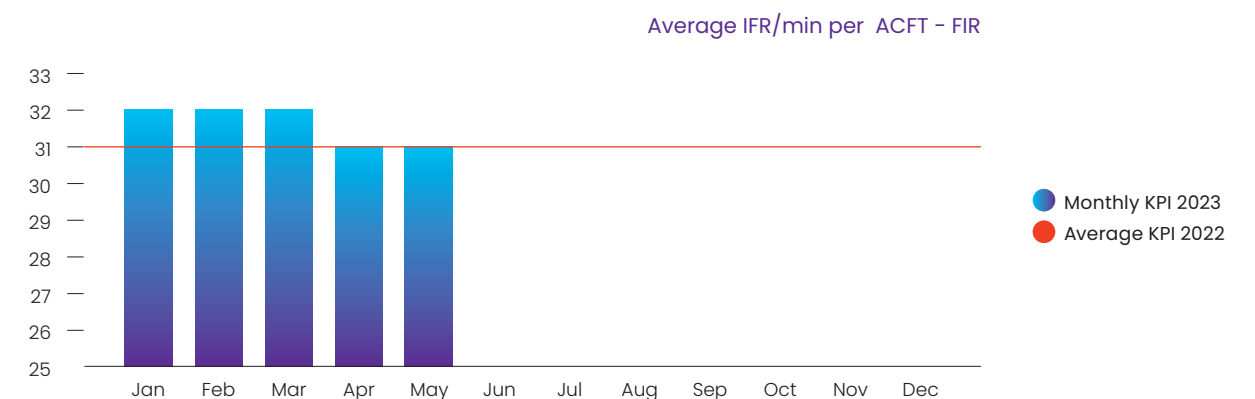
5.5.1 Average IFR/min per ACFT – FIR Baku

All the traffic data of Baku FIR (overflight and aerodrome movements) is used for calculation of KPI – Average IFR/min per ACFT (FIR).

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 2022 | 32 | 32 | 32 | 32 | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 32 |
| 2023 | 32 | 32 | 32 | 31 | 31 | | | | | | | |

KPI – Average IFR/min per ACFT (FIR) May 2023

31 min/ACFT

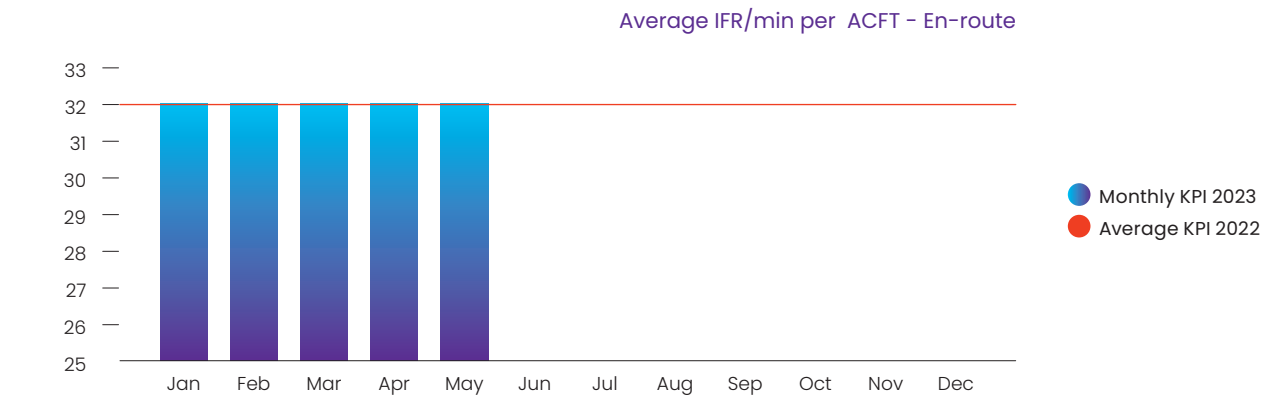


5.5.2 Average IFR/min per ACFT – En-route

Only overflight traffic data is used for calculation of KPI – Average IFR/min per ACFT (ENR).

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 2022 | 33 | 33 | 32 | 32 | 32 | 32 | 32 | 32 | 32 | 32 | 32 | 33 |
| 2023 | 32 | 32 | 32 | 32 | 32 | | | | | | | |

KPI – Average IFR/min per ACFT (ENR) May 2023 **32 min/ACFT**

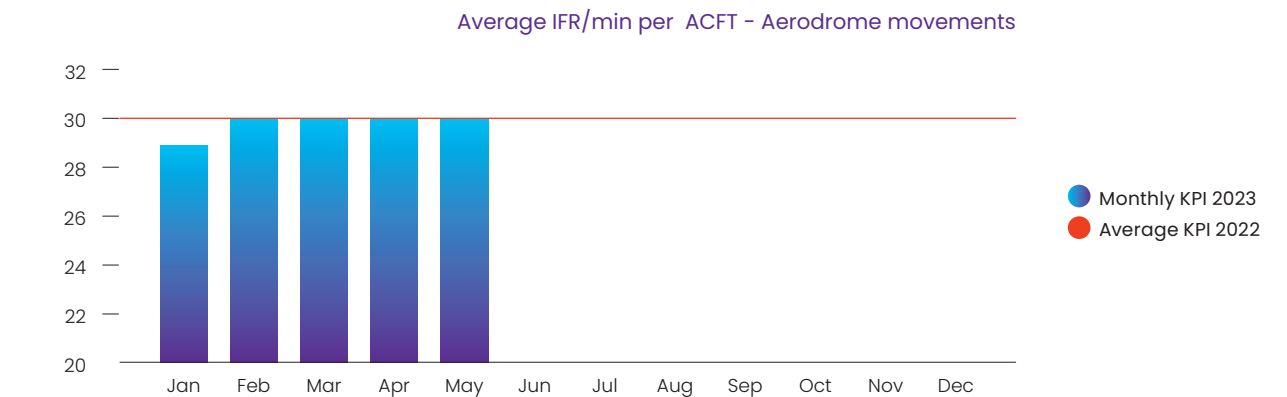


5.5.3 Average IFR/min per ACFT – Aerodrome movements

Only aerodrome movements data is used for calculation of KPI – Average IFR/min per ACFT (AD).

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 2022 | 30 | 30 | 31 | 30 | 31 | 30 | 30 | 30 | 29 | 30 | 29 | 29 |
| 2023 | 29 | 30 | 30 | 30 | 30 | | | | | | | |

KPI – Average IFR/min per ACFT (AD) May 2023 **30 min/ACFT**



5.6 CANSO Productivity KPIs

The key indicator of ANS productivity is IFR flight hours per ATCO in OPS hour, often described as “ATCO in OPS productivity”.

Although generally reflective of ANSPs’ performance, factors beyond the control of the ANSP can cause low levels of productivity—for example a geopolitical event that alter traffic demand.

ATCO in OPS productivity is driven by traffic levels and an ANSP’s ability to utilize its ATCOs in operations (OPS) resources. Although they cannot affect traffic demand, ANSPs may improve productivity by utilizing flexible rostering and adapting airspace configuration to open and close sectors according to evolving traffic patterns.

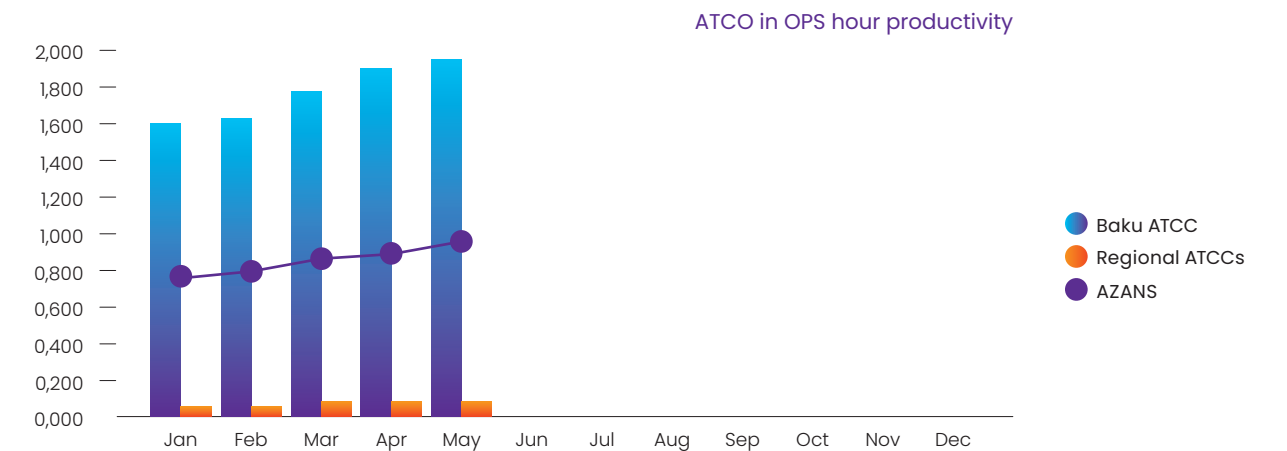
Furthermore, advances in technology are now focusing more than ever on reducing the workload of ATCOs in OPS to enable them to safely manage higher levels of traffic in a given volume of airspace. Training associated with the introduction of technology, however, can lead to short-term reductions in productivity.

Airspace complexity also affects ATCO in OPS productivity. Lower airspace will typically have lower levels of ATCO in OPS productivity than upper airspace where aircraft are flying at more consistent altitudes and on non-crossing routes. Therefore, an ANSP operating a high proportion of sectors in lower airspace, or with numerous busy airports with complex approach sectors, is likely to have lower ATCO in OPS productivity than an ANSP with more overflights at higher altitude.

5.6.1 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”

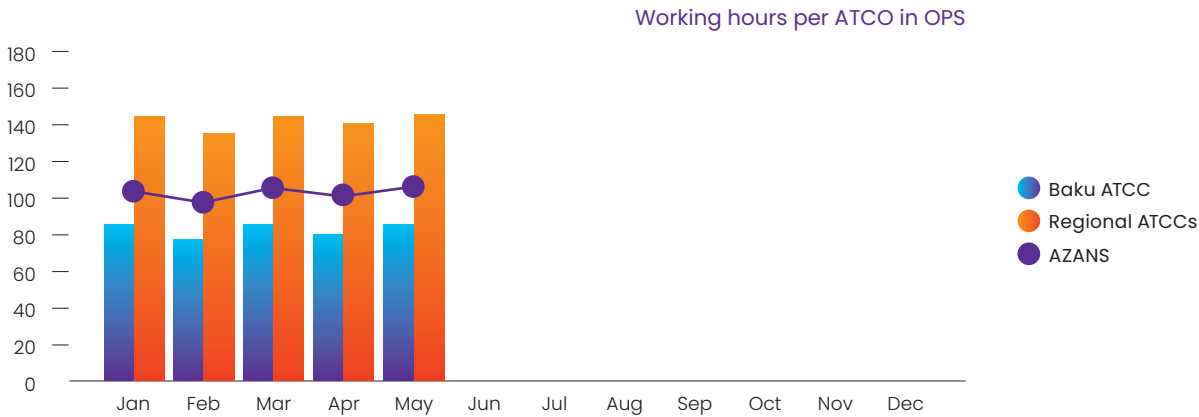
| | |
|---|--------------|
| ATCO in OPS hour productivity (AZANS) May 2023 | 0.939 |
| ATCO in OPS hour productivity (Baku ATCC) May 2023 | 1.939 |
| ATCO in OPS hour productivity (Regional ATCCs) May 2023 | 0.066 |



5.6.2 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 “No of ATCO in OPS”

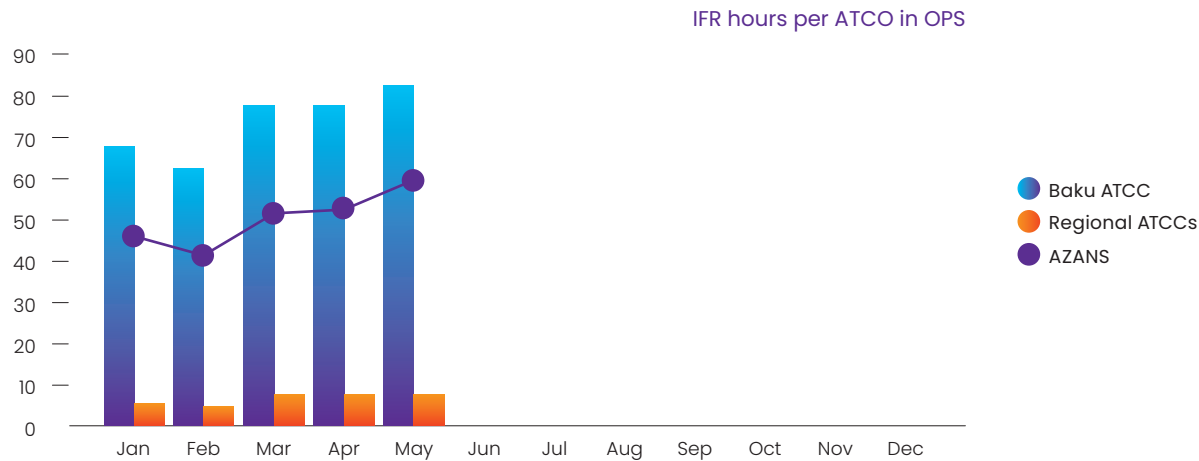
| | |
|---|-------|
| Working hours per ATCO in OPS (AZANS) May 2023 | 106.7 |
| Working hours per ATCO in OPS (Baku ATCC) May 2023 | 87.0 |
| Working hours per ATCO in OPS (Regional ATCCs) May 2023 | 148.2 |



5.6.3 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”

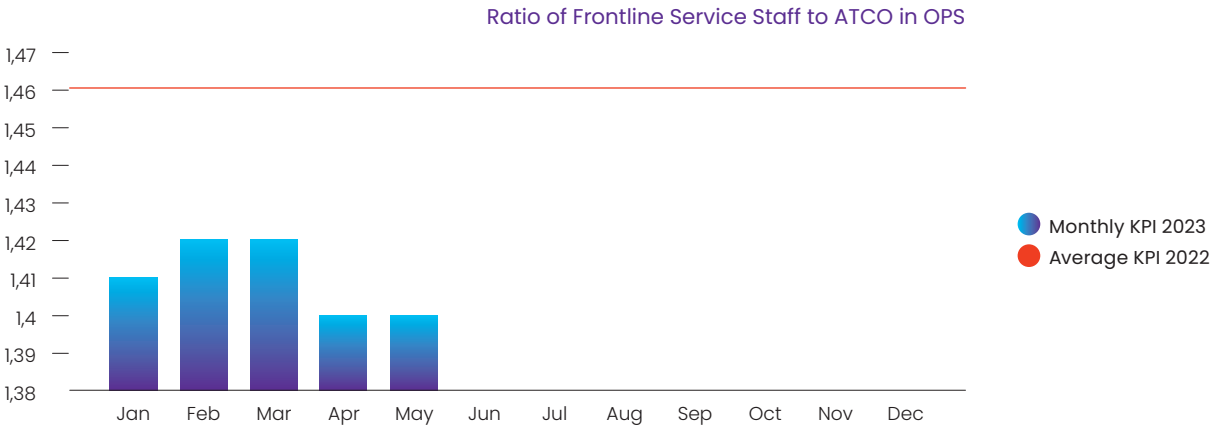
| | |
|--|------|
| IFR hour per ATCO in OPS (AZANS) May 2023 | 60.0 |
| IFR hour per ATCO in OPS (Baku ATCC) May 2023 | 83.4 |
| IFR hour per ATCO in OPS (Regional ATCCs) May 2023 | 6.5 |



5.6.4 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 May 2023 | 1.40 |
|--|------|

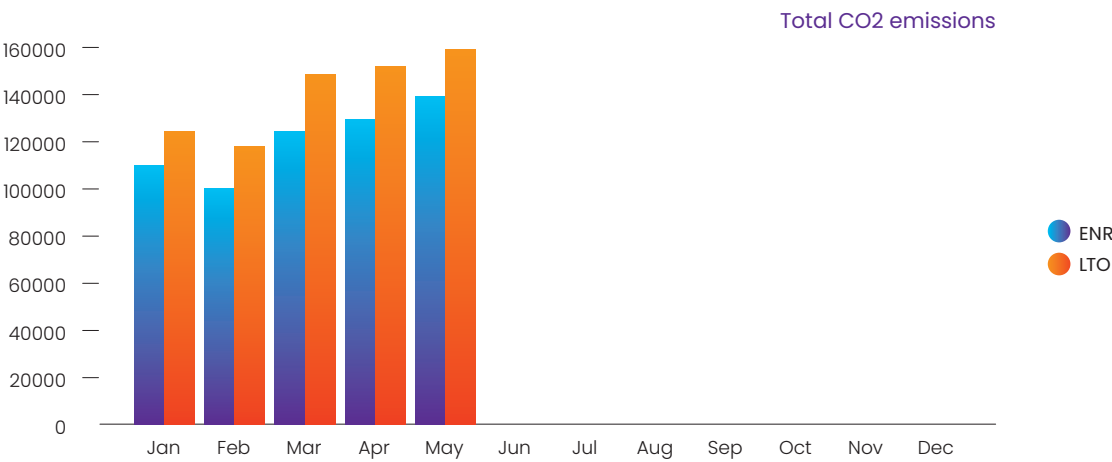


5.7 CO2 emissions

5.7.1 Total CO2 emissions

All the KPI’s for CO2 emissions are calculated for FIR, En-route (ENR) and Landing-take-off Operations (LTO).

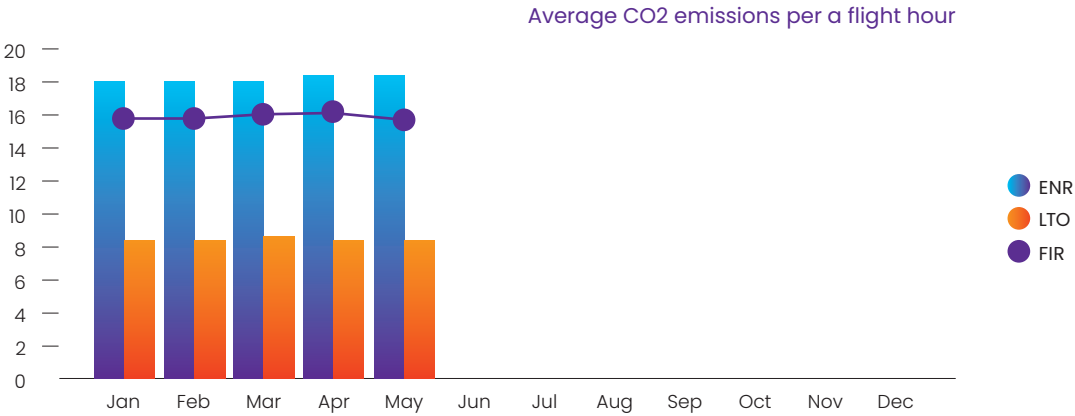
| | |
|------------------------------------|--------------|
| Total CO2 emissions (FIR) May 2023 | 159 488 tons |
| Total CO2 emissions (ENR) May 2023 | 138 123 tons |
| Total CO2 emissions (LTO) May 2023 | 21 365 tons |



5.7.2 CO2 emissions per a flight hour

CO2 emissions per a flight hour (FIR) May 2023
CO2 emissions per a flight hour (ENR) May 2023
CO2 emissions per a flight hour (LTO) May 2023

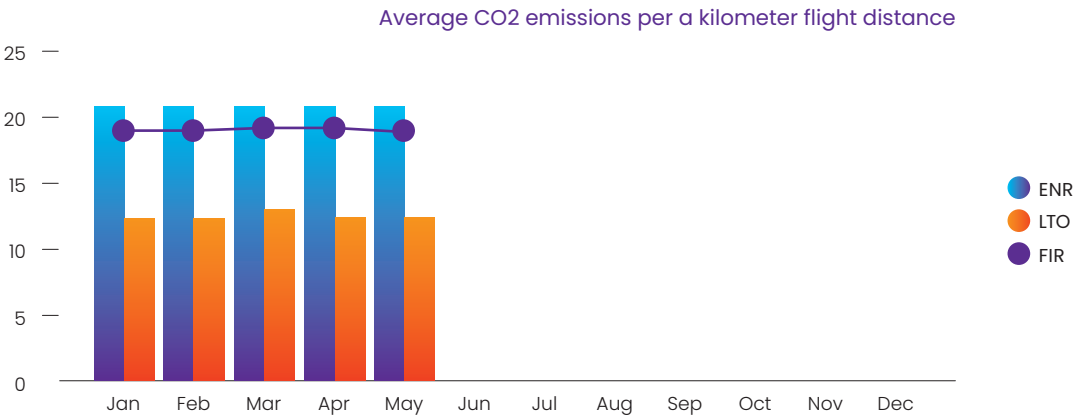
15.3 ton/hour
17.7 ton/hour
8.1 ton/hour



5.7.3 CO2 emissions per a kilometer flight distance

CO2 emissions per a kilometer flight distance (FIR) May 2023
CO2 emissions per a kilometer flight distance (ENR) May 2023
CO2 emissions per a kilometer flight distance (LTO) May 2023

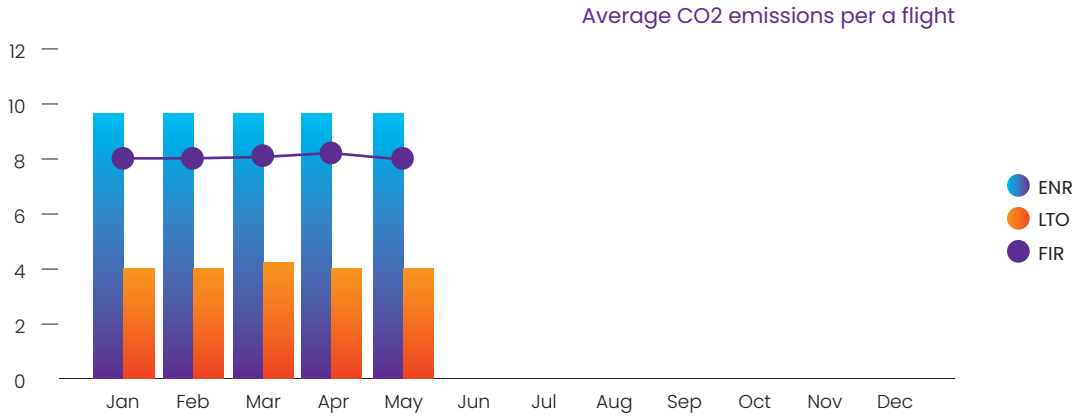
19 kg/km
20 kg/km
12 kg/km



5.7.4 CO2 emissions per a flight

CO2 emissions per a flight (FIR) May 2023
CO2 emissions per a flight (ENR) May 2023
CO2 emissions per a flight (AD) May 2023

8.0 ton/flight
9.5 ton/flight
4.0 ton/flight

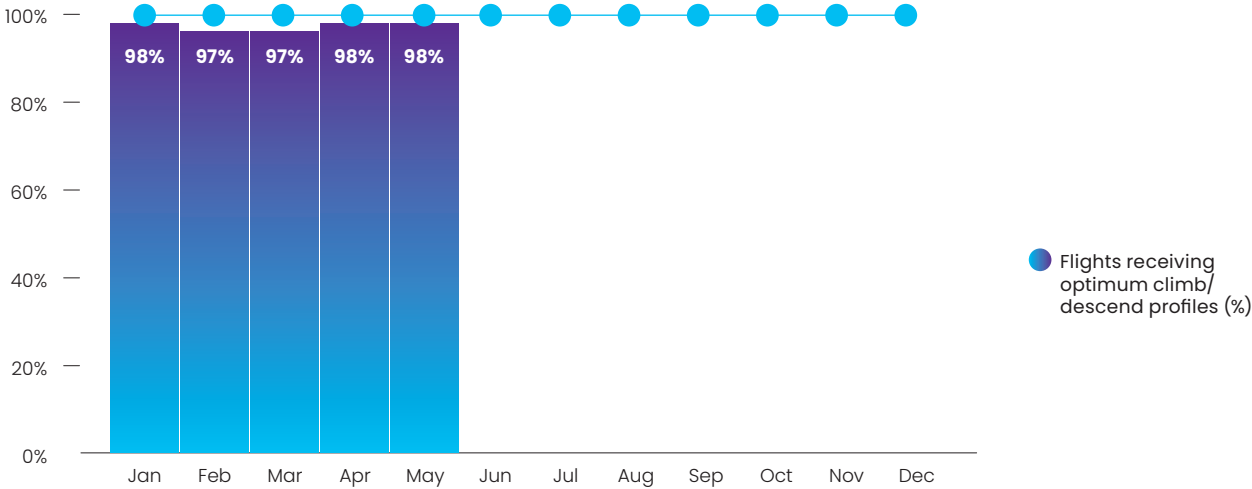


5.8 KPI – CCO/CDO operations

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 May 2023 98%

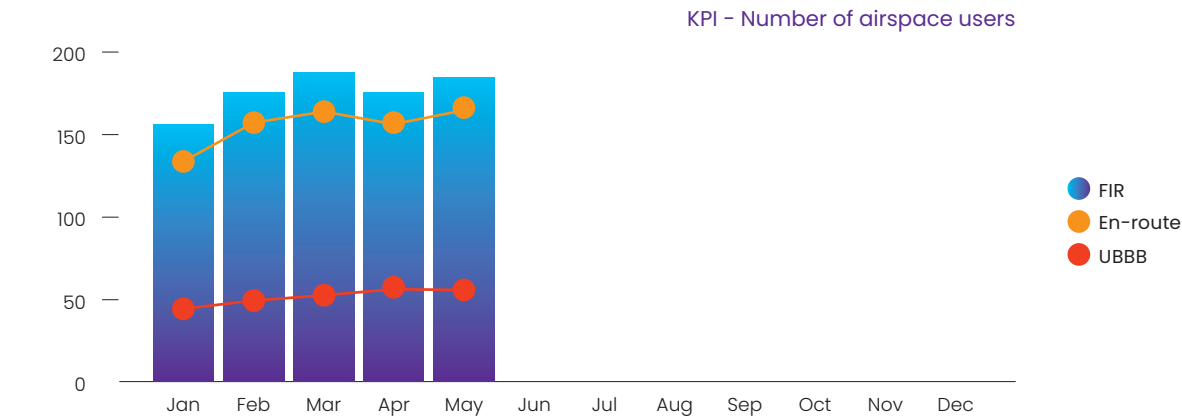


5.9 KPI – Number of airspace users

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) May 2023 **190 Airlines**
KPI – Number of airspace users (ENR) May 2023 **167 Airlines**
KPI – Number of airspace users (AD) May 2023 **57 Airlines**



AIR TRAFFIC DEPARTMENT
AZERAERONAVIGATION

Heydar Aliyev International Airport
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