

Air Traffic Statistics Report January 2025

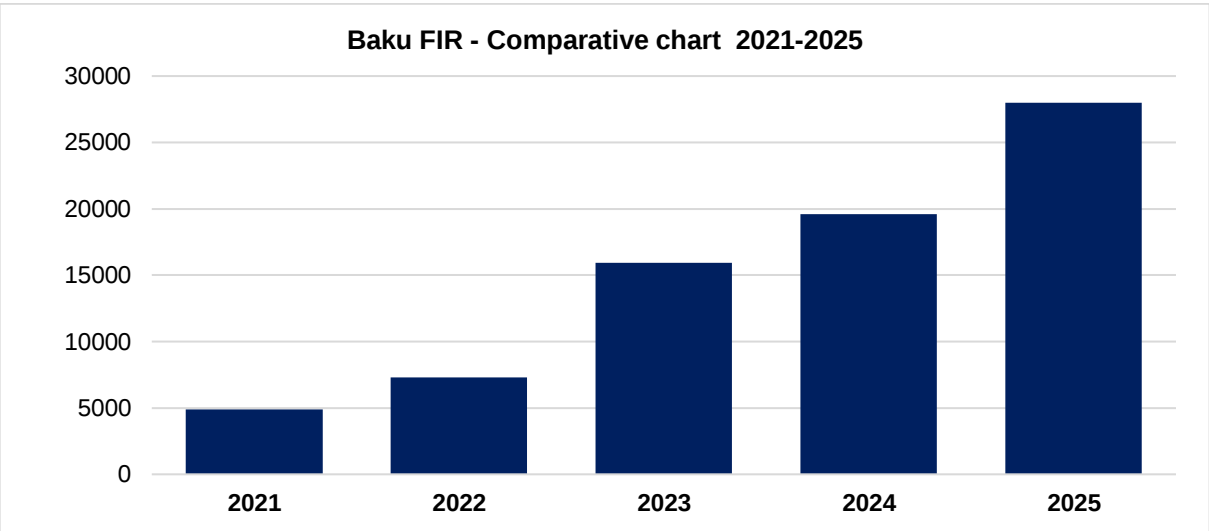
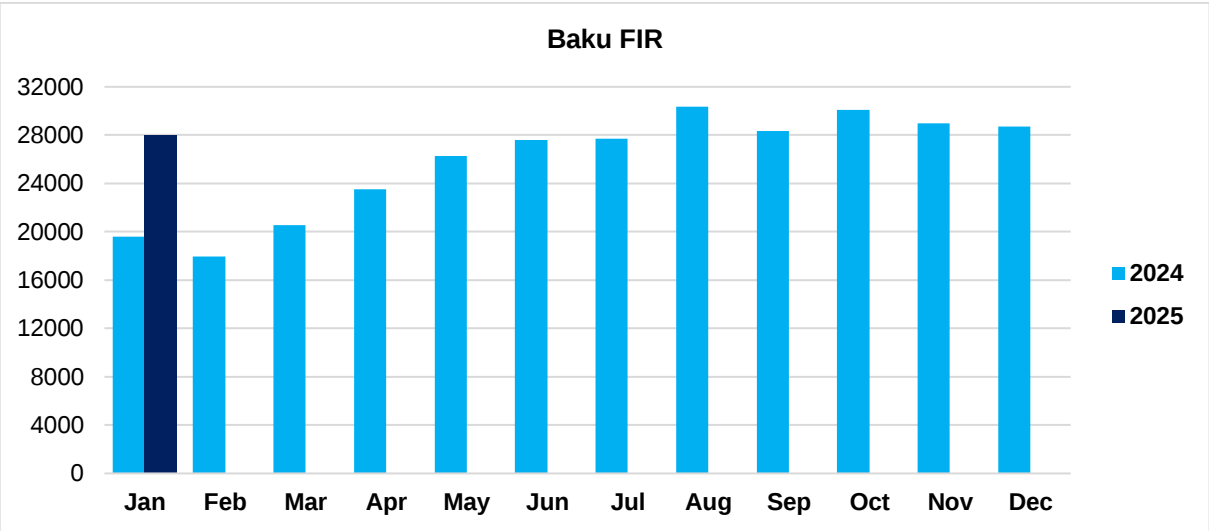
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1. Baku FIR Air Traffic Statistics Data (IFR movements).

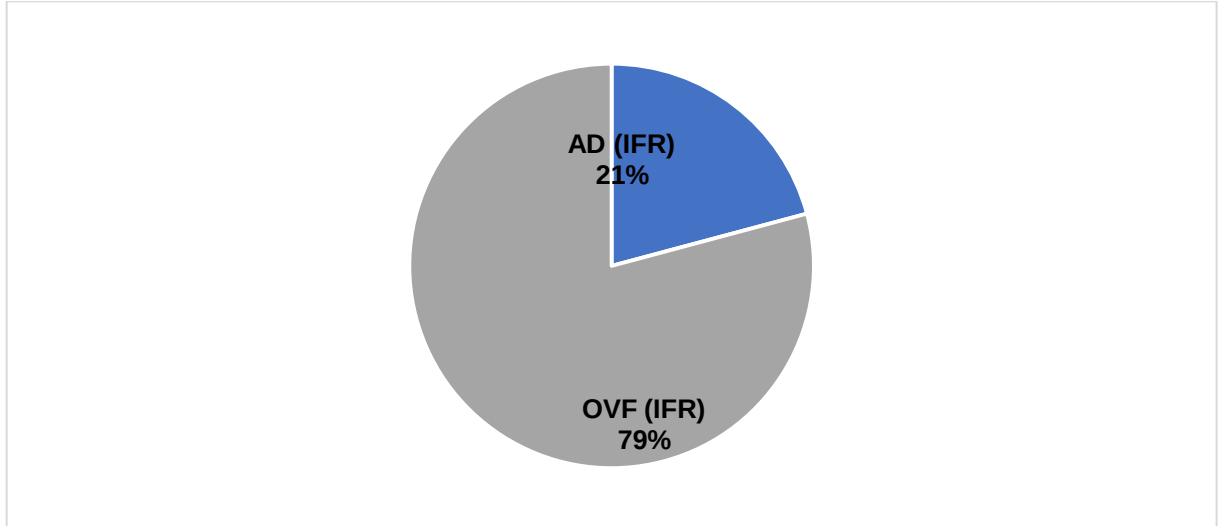
1.1 General Air Traffic Statistics Data

The number of IFR movements within Baku FIR recorded in January is **27994** ACFT. Average number of IFR movements per day is **903** ACFT (Peak day, January 04, 2025 **971** ACFT; low day, January 01, 2025 – **740** ACFT). Comparison with January 2024 – **+42%**.

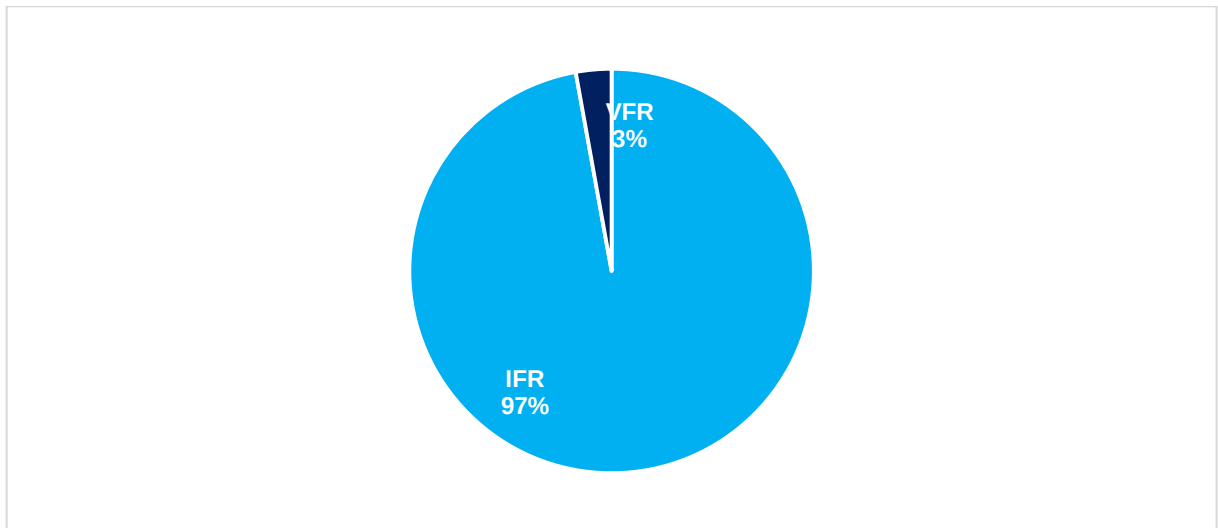


1.2 Traffic Segments.

1.2.1 The number of IFR movements within Baku FIR recorded in January is **27994** ACFT, where **22161** ACFT are overflight traffic and **5833** ACFT are aerodrome movements.



1.2.2 Total number of movements within Baku FIR recorded in January is **28814** ACFT, where **27994** ACFT are IFR movements and 820 ACFT are VFR movements. Average number of movements per day is **929**, ACFT. Comparison with January 2024 – **+39%**.

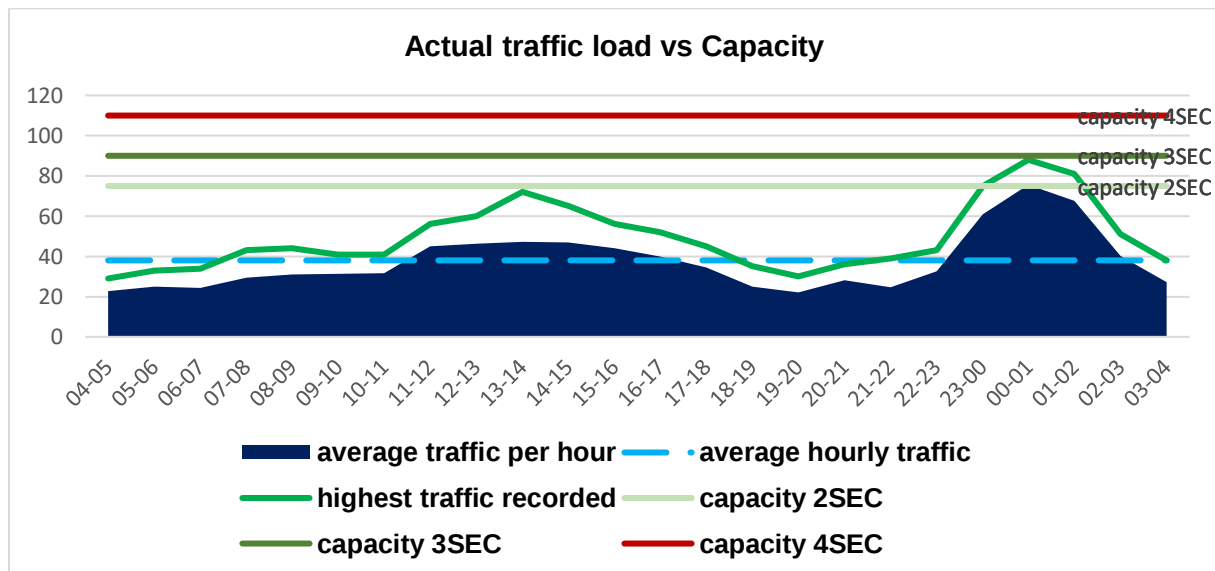


1.3 Capacity vs traffic demand

Highest traffic recorded **51 ACFT** (January 19, 2025 00:00-01:00)

Peak hour (January average data):	00:00-01:00	76ACFT
	23:00-00:00	61ACFT
	01:00-02:00	67ACFT
	11:00-12:00	45ACFT
	12:00-13:00	46ACFT

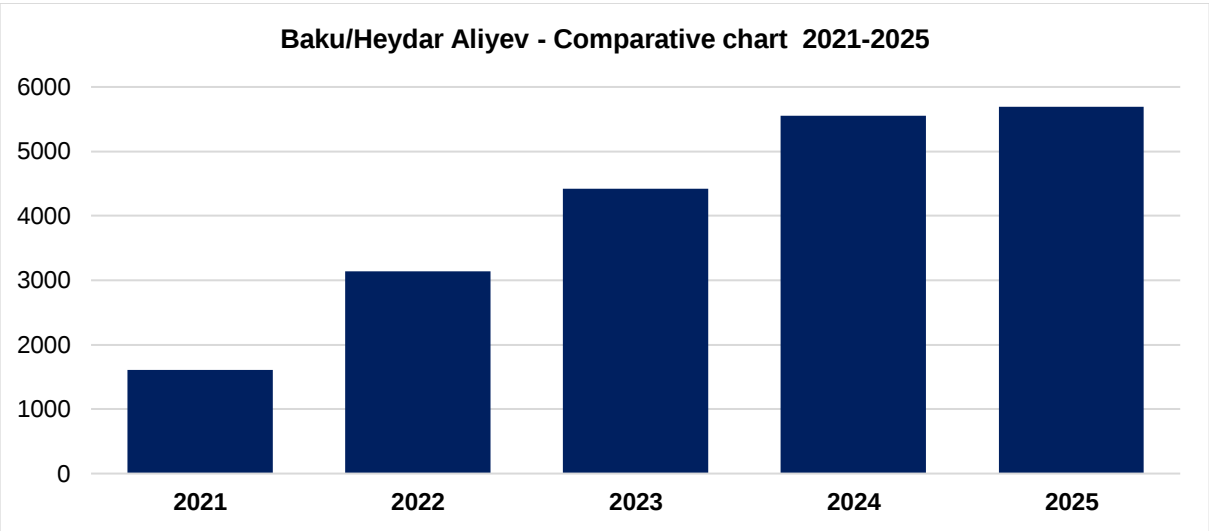
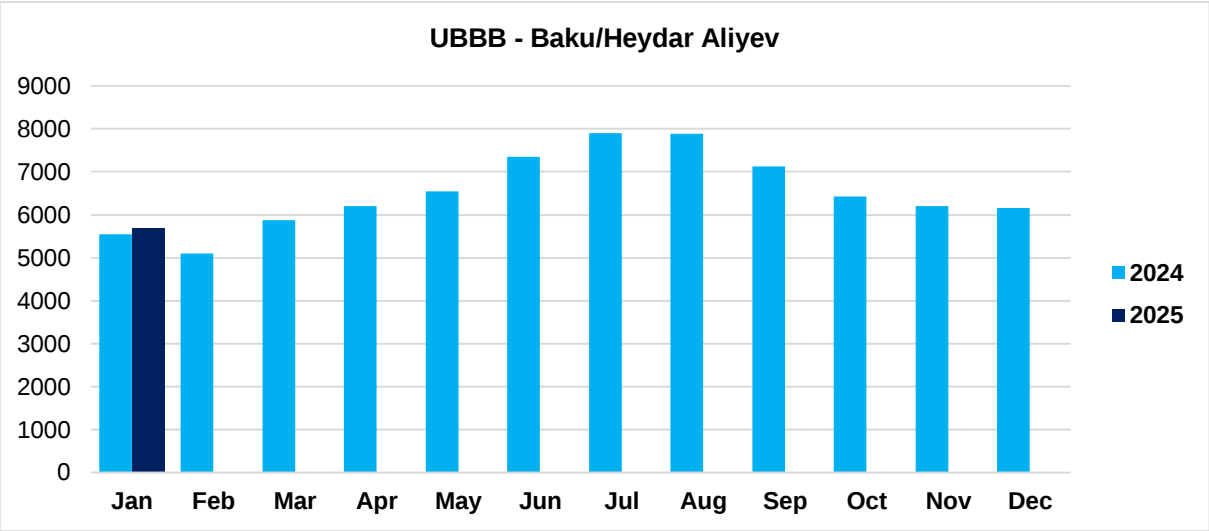
The following picture reflects the traffic demand by hour vs capacity of Baku FIR.



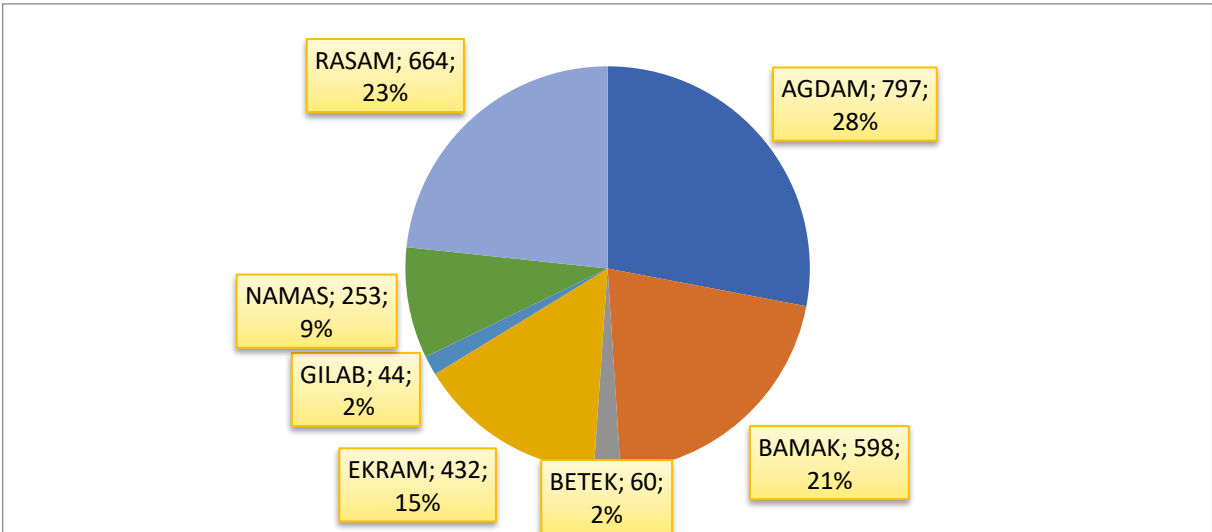
2. Aerodrome Movements Statistics Data.

2.1 Heydar Aliyev International airport.

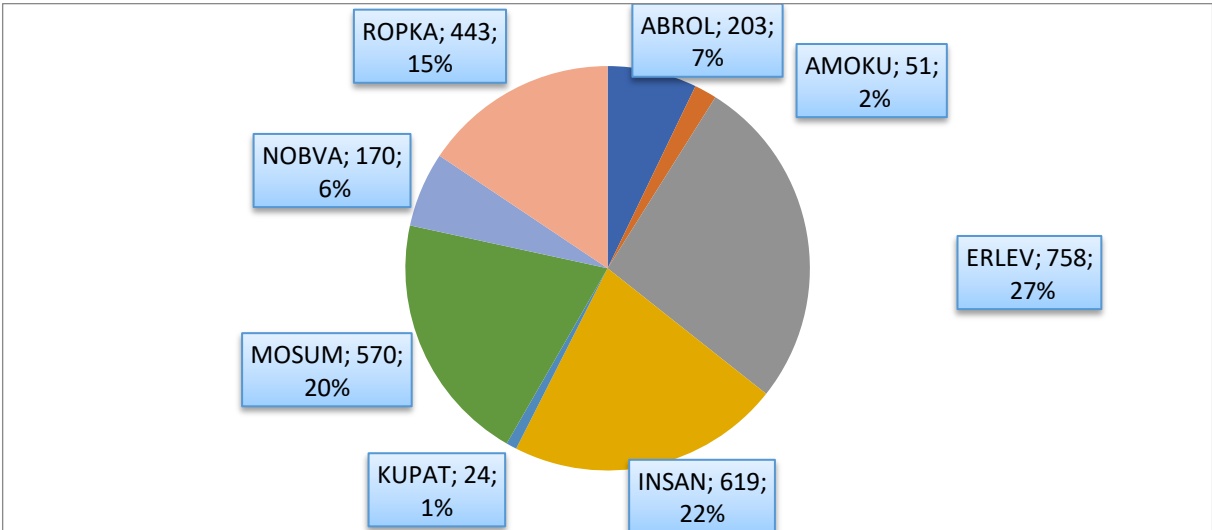
Total number of movements at Baku/Heydar Intl’ Aliyev airport recorded in January is **5691** ACFT. Average number of movements per day is **184** ACFT (Peak day, January 04, 2025 -**207** ACFT; low day, January 01, 2025 – **110** ACFT). Comparison with January 2024 – **+2.4%**.



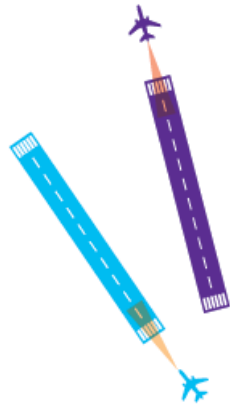
2.1.2 Air traffic flows – Load of SIDs.



2.1.3 Air traffic flows – Load of STARs



2.1.4 Use of RWY 16/34 and 17/35



Take off:

RWY 16/34	1202 ACFT
RWY 17/35	1647 ACFT

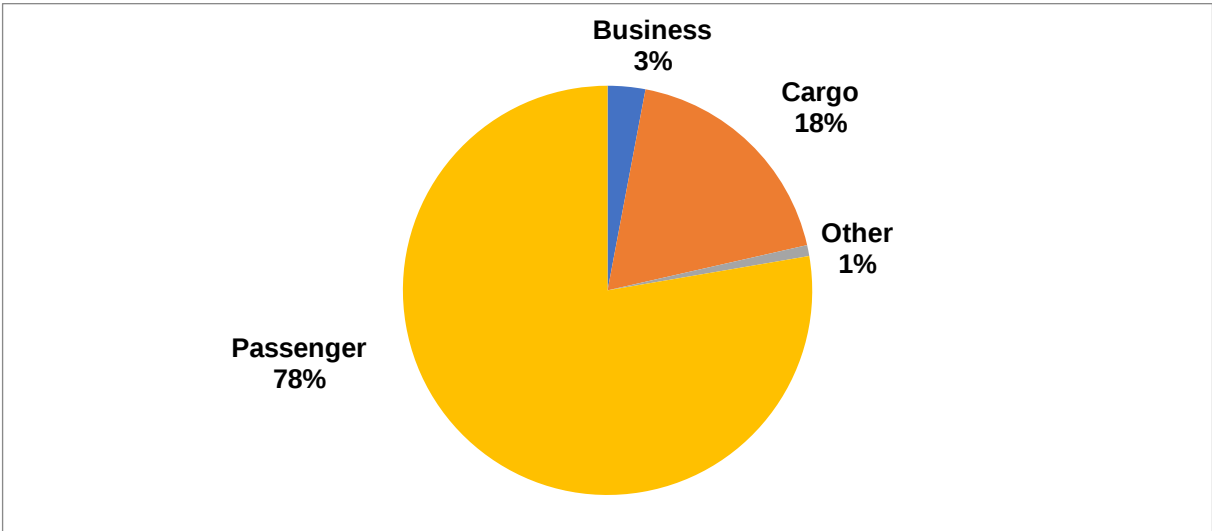
Landing:

RWY 16/34	1362 ACFT
RWY 17/35	1476 ACFT

Total:

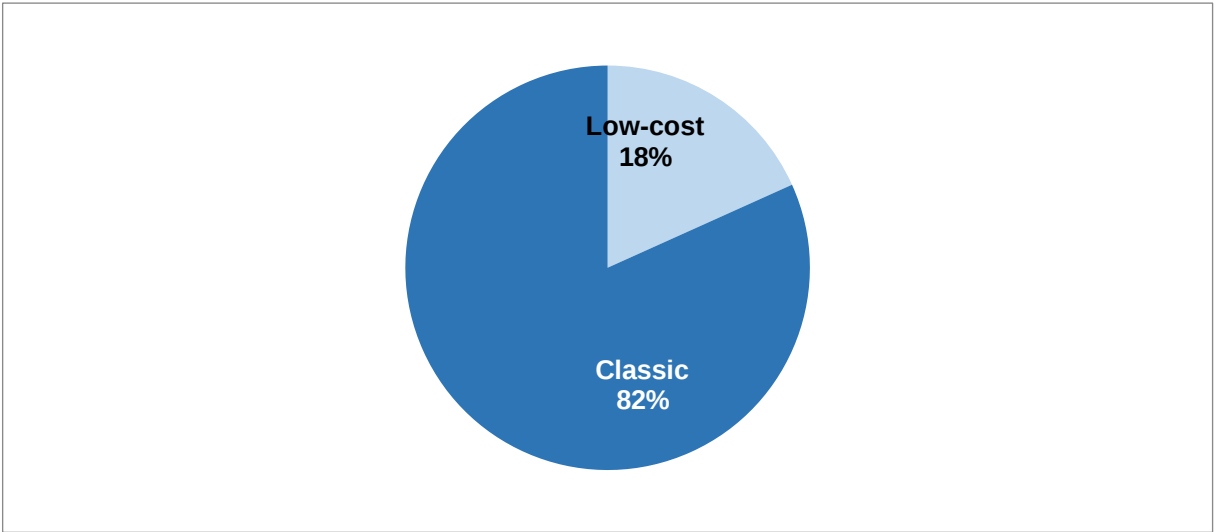
RWY 16/34	2564 ACFT
RWY 17/35	3123 ACFT

2.1.5 Types of flights

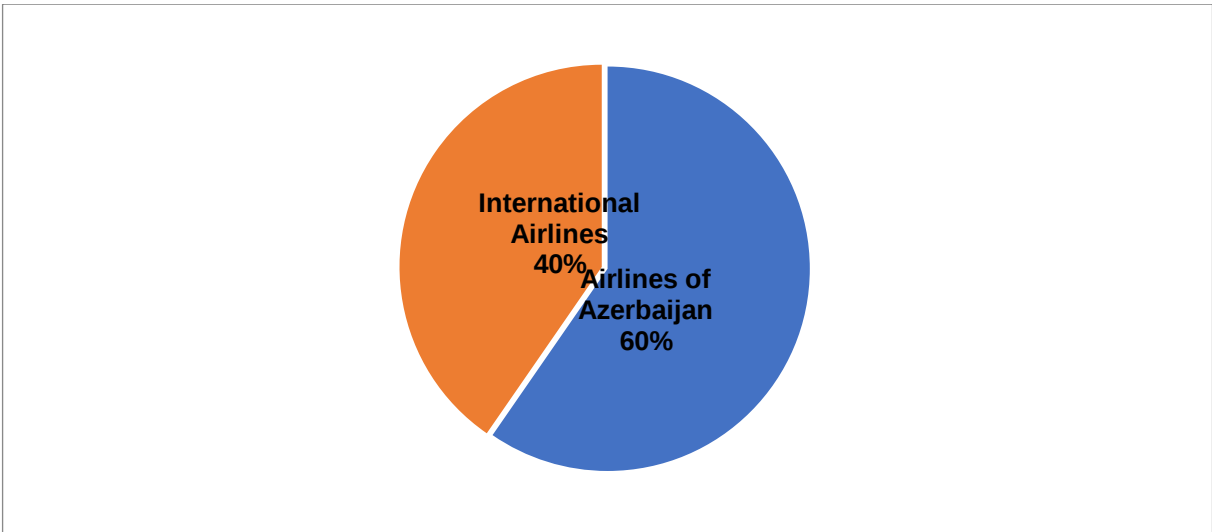


2.1.6 Passenger flights (Budget/low-cost vs classic)

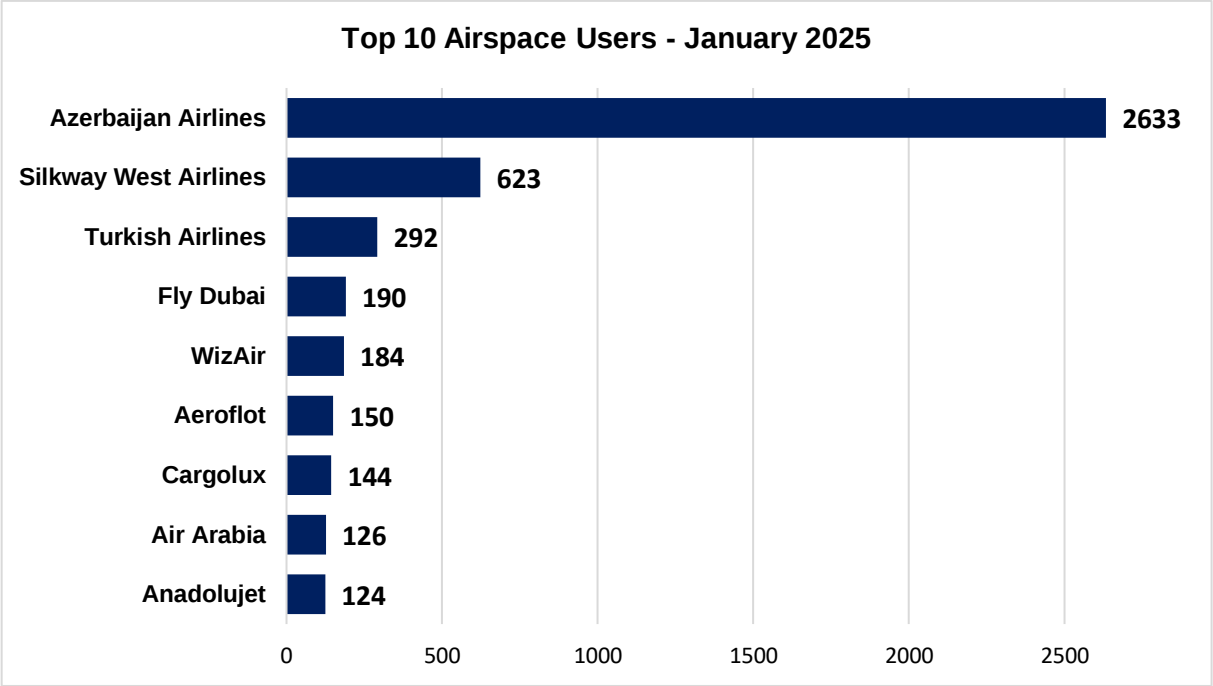
Budget/low-cost airlines: **Fly Dubai, Air Arabia, Air Arabia Abu Dhabi, Jazeera Airways, Pegasus Airlines, Flynas, Fly Arystan, Anadolujet, WizzAir and WizzAir Abu Dhabi.**



2.1.7 Aircraft Operators – Airlines of Azerbaijan vs international airlines.

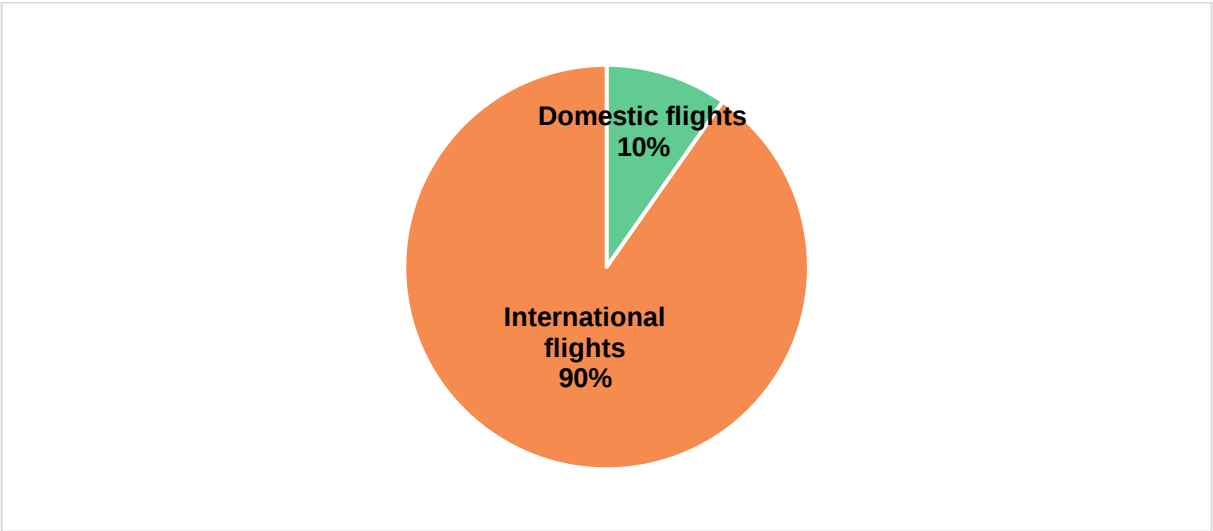


2.1.8 Aircraft Operators – Top 10 Airspace Users



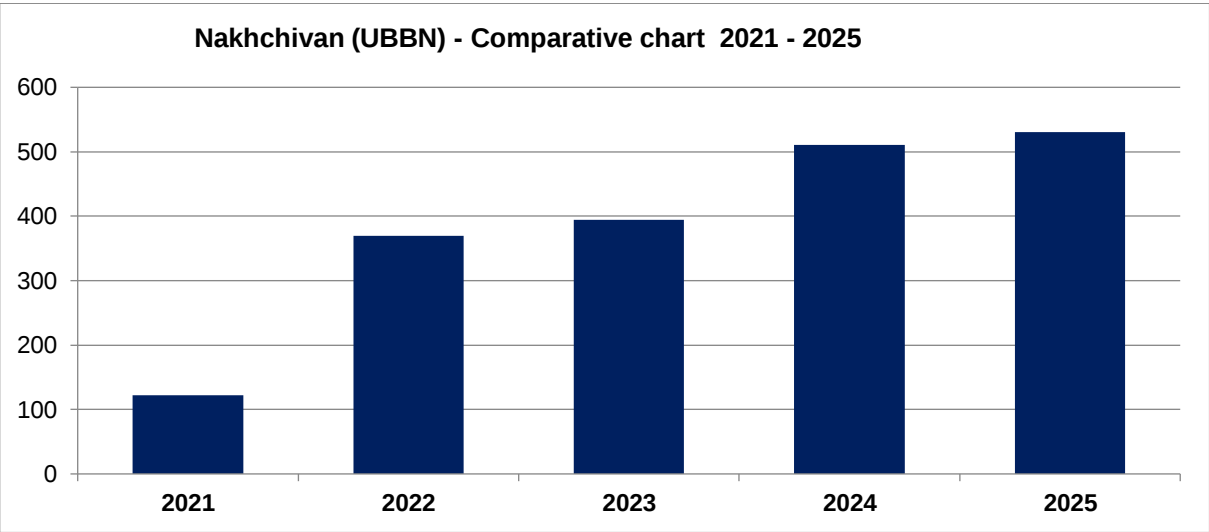
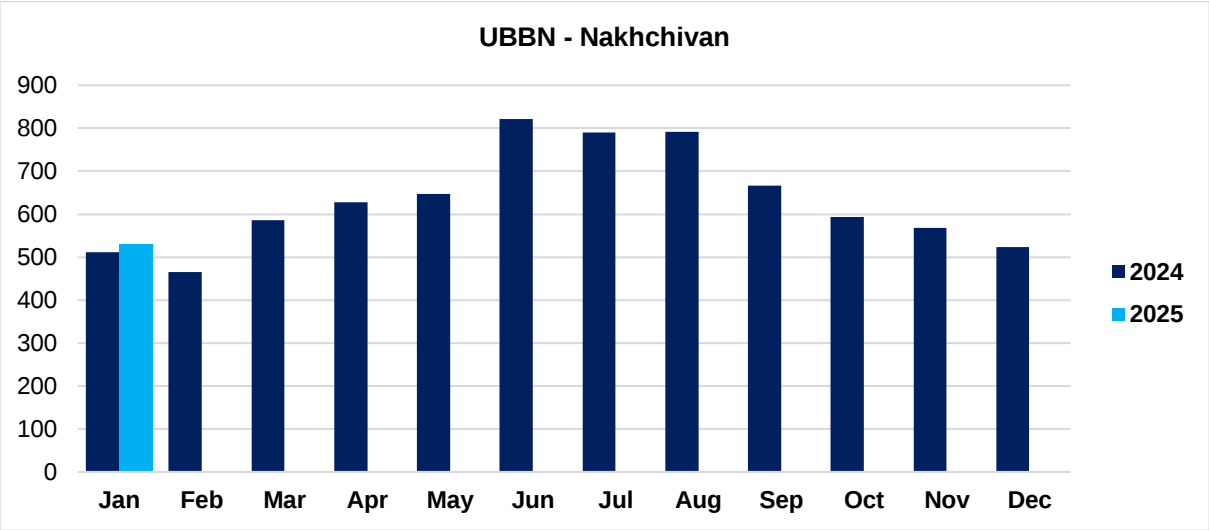
Note: This chart shows the number of flights in January 2025.

2.1.9 Traffic segments – Domestic vs International.



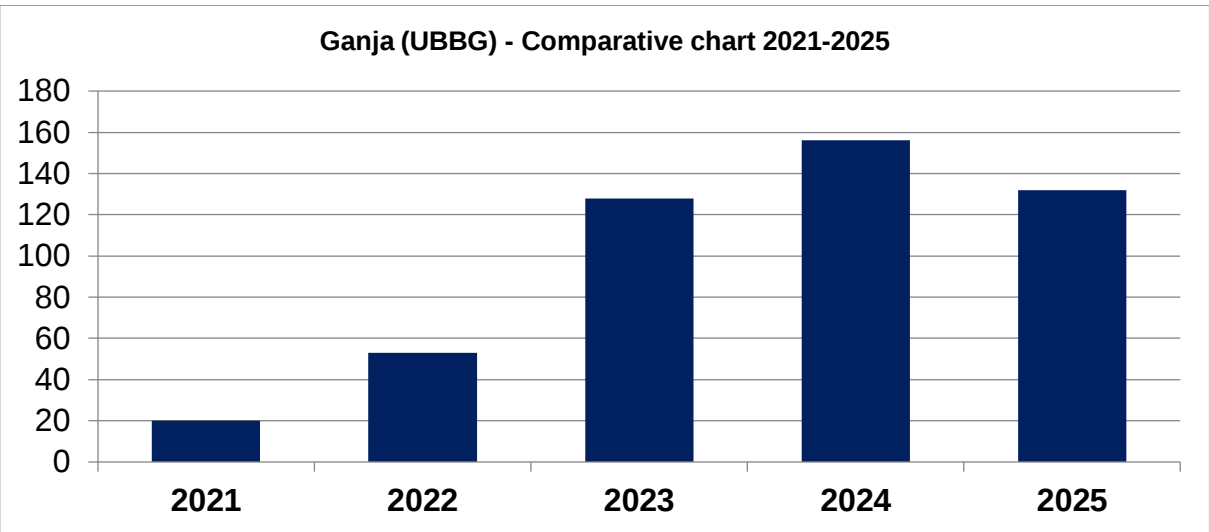
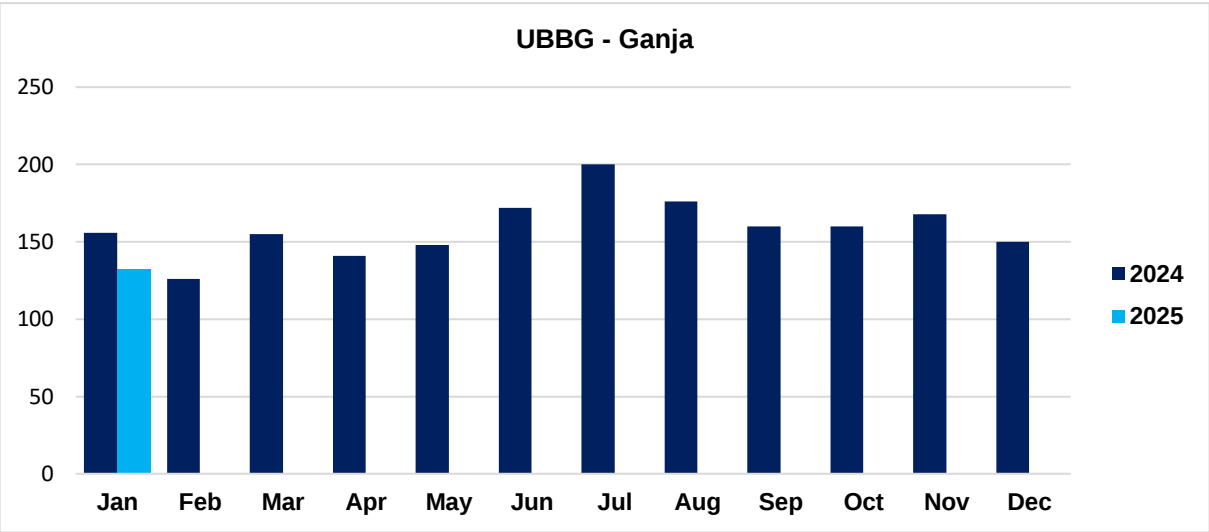
2.2 Nakhchivan International airport.

Total number of movements at Nakhchivan International airport recorded in January is **530 ACFT**. Average number of movements per day is **17 ACFT**. Comparison with January 2024 – **+3.7%**.



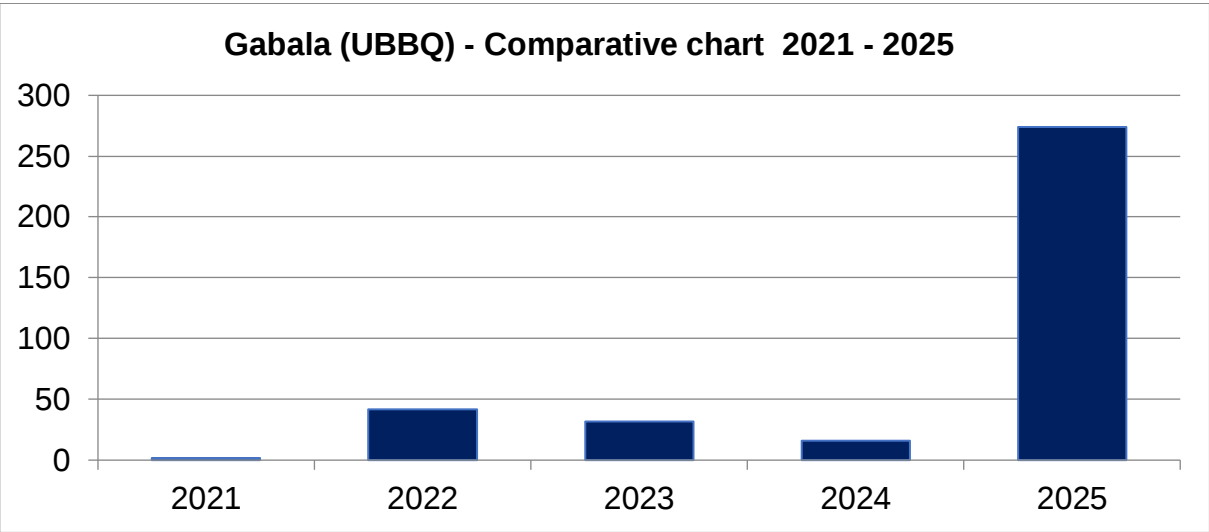
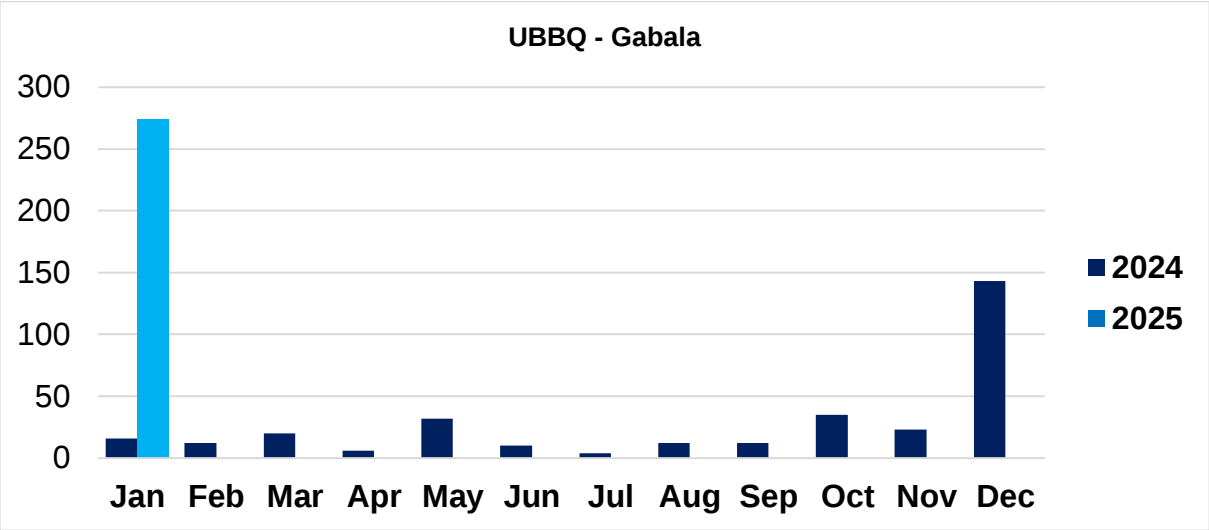
2.3 Ganja International airport.

Total number of movements at Ganja International airport recorded in January is **132 ACFT**. Average number of movements per day is **4 ACFT**. Comparison with January 2024 – **-15.4%**.



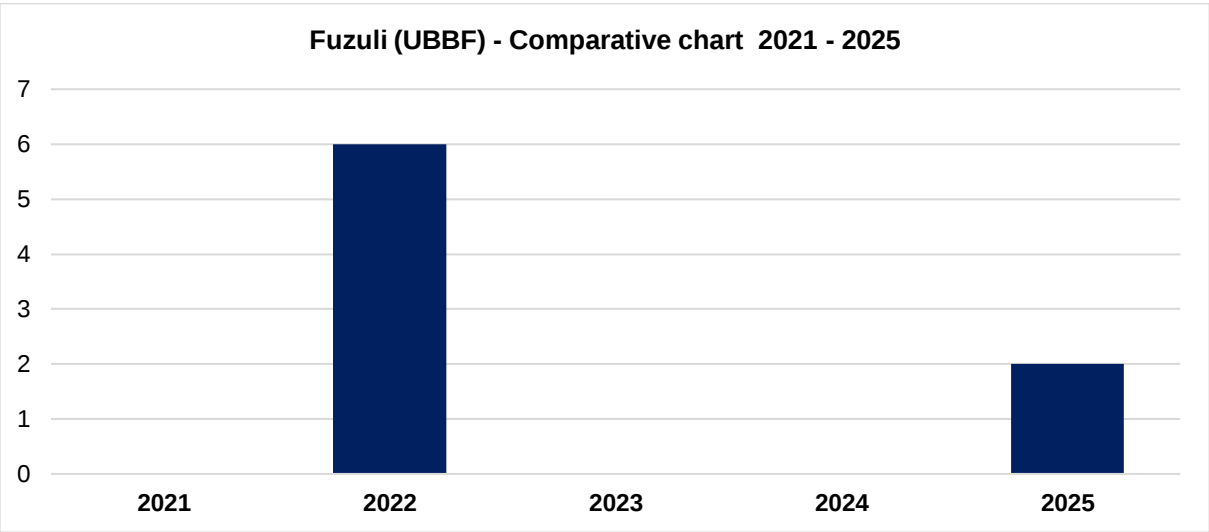
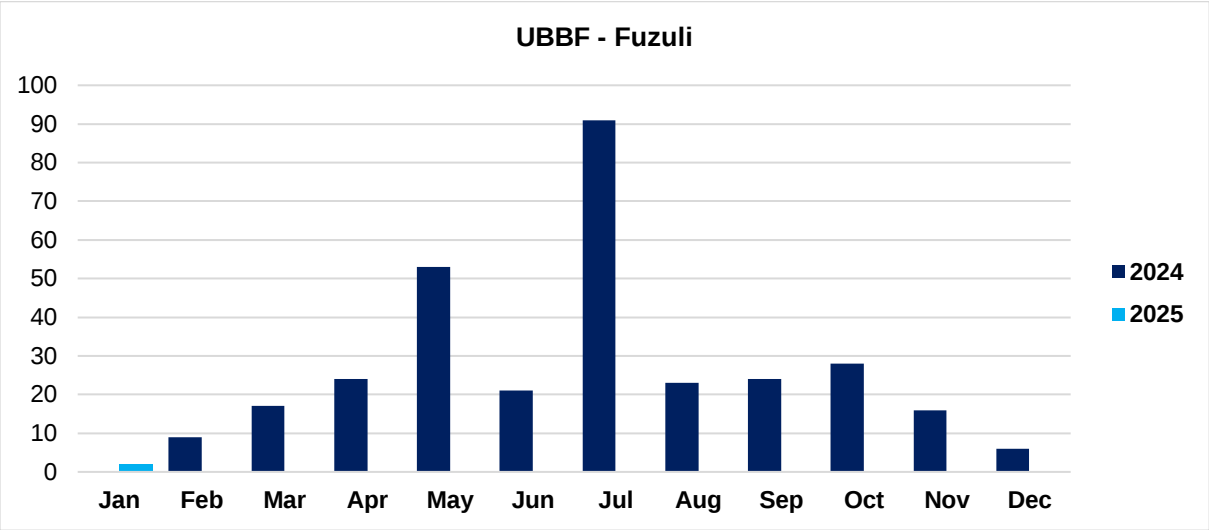
2.4 Gabala International airport.

Total number of movements at Gabala International airport recorded in January is **274 ACFT**. Average number of movements per day is **9 ACFT**. Comparison with January 2024 –+1612 %



2.5 Fuzuli International airport.

Total number of movements at Fuzuli International airport recorded in January is **2 ACFT**. Average number of movements per day is **0,06 ACFT**
Comparison with January 2024 –1 %



2.6 Lenkoran International airport.

No movements were recorded

2.7 Zagatala International airport.

No movements were recorded

2.8 Zangilan International airport.

No movements were recorded

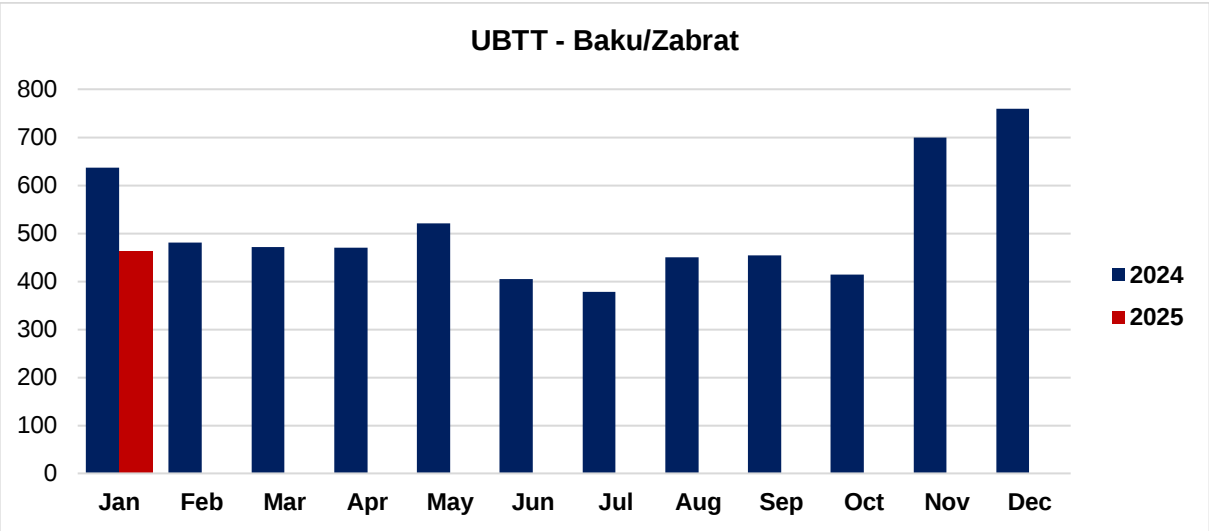
2.9 Yevlakh airport.

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 January is **462** ACFT. Average number of movements per day is **15** ACFT
Comparison with January 2024 – **-27%**.

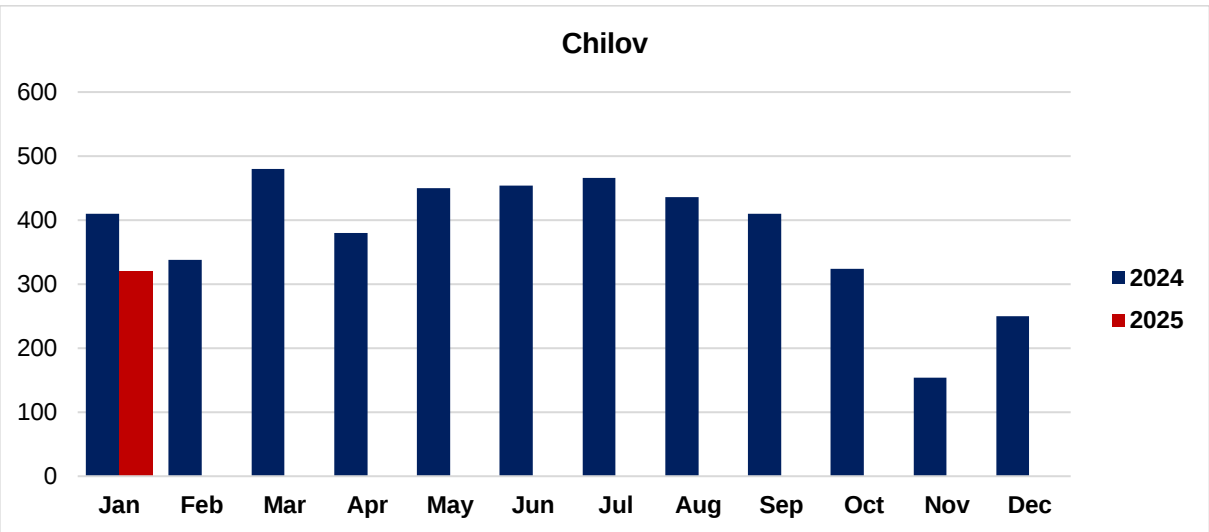


3.2 Pirallahi heliport.

No movements were recorded

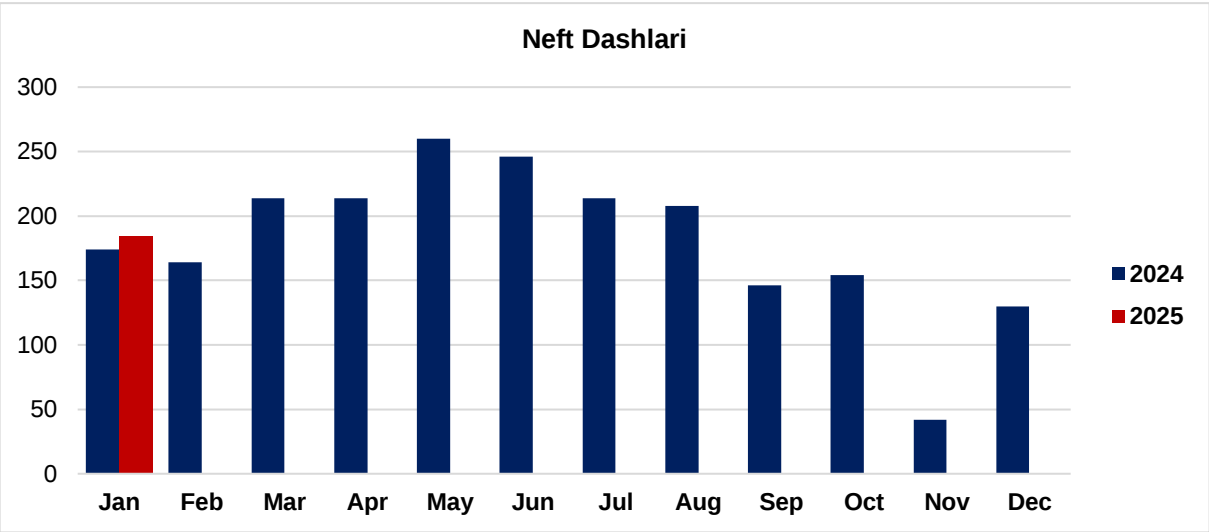
3.3 Chilov heliport.

Total number of VFR movements at Chilov heliport recorded in January is **320** ACFT. Average number of movements per day is **10** ACFT
Comparison with January 2024 – **-22%**.



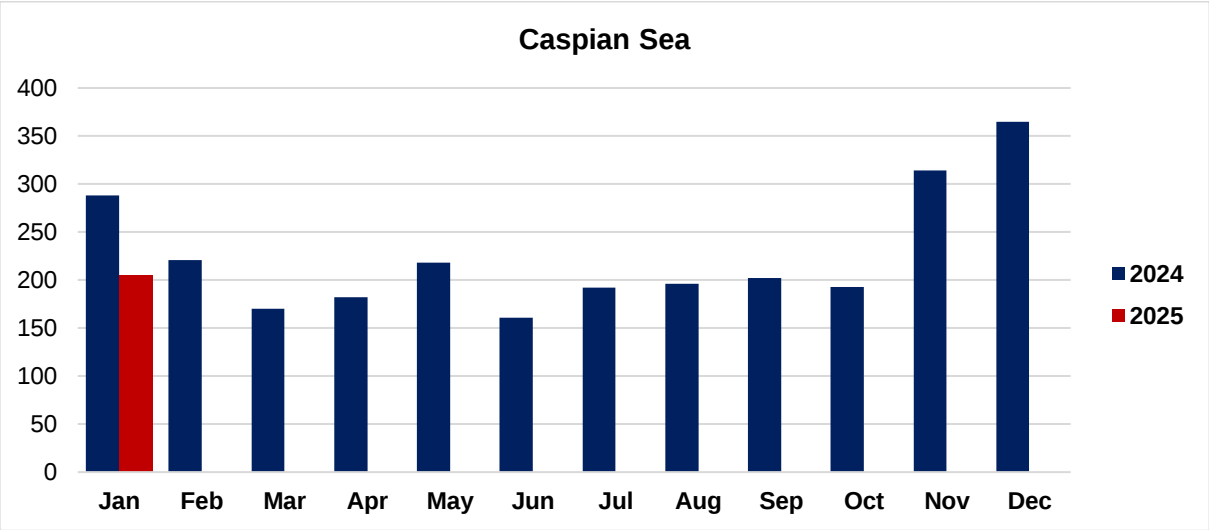
3.4 Neft Dashlari heliport.

Total number of VFR movements at Neft Dashlari heliport recorded in January is **184** ACFT. Average number of movements per day is **6** ACFT
Comparison with January 2024 – **+5%**.



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

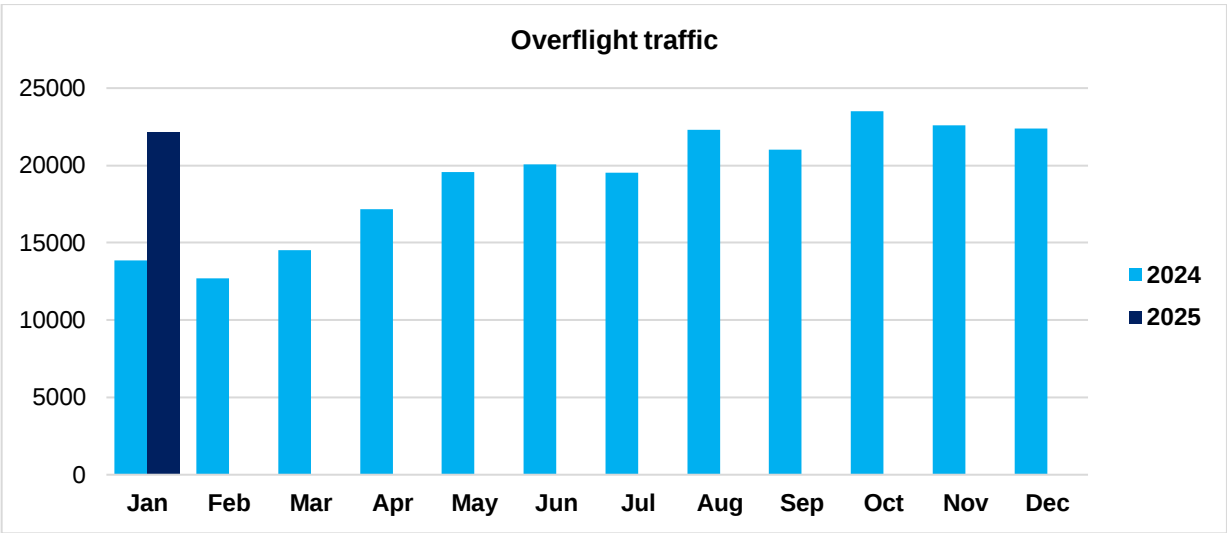
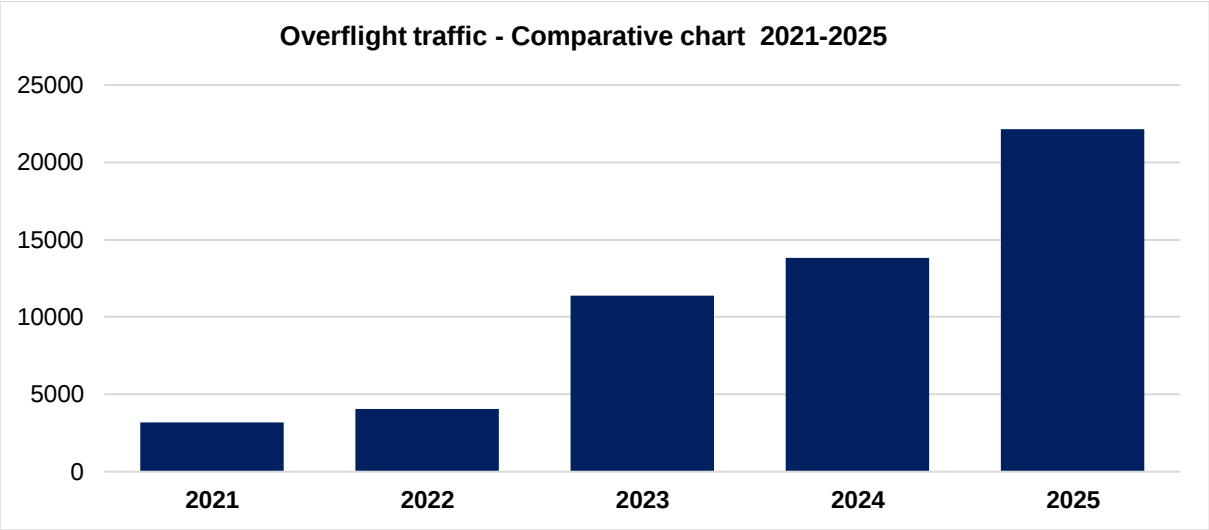
Total number of VFR movements at helipads on the ships and offshore drilling rigs in the Caspian Sea recorded in January is **205** ACFT. Average number of movements per day is **7** ACFT
Comparison with January 2024 – **-29%**.



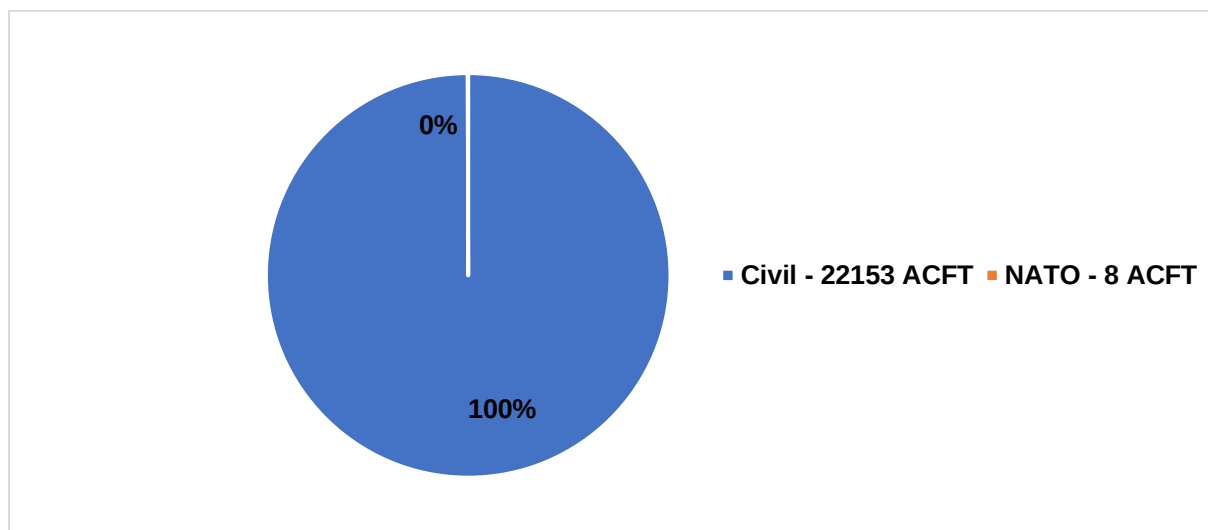
4. Overflight Air Traffic Statistics Data.

4.1 General Air Traffic Statistics Data

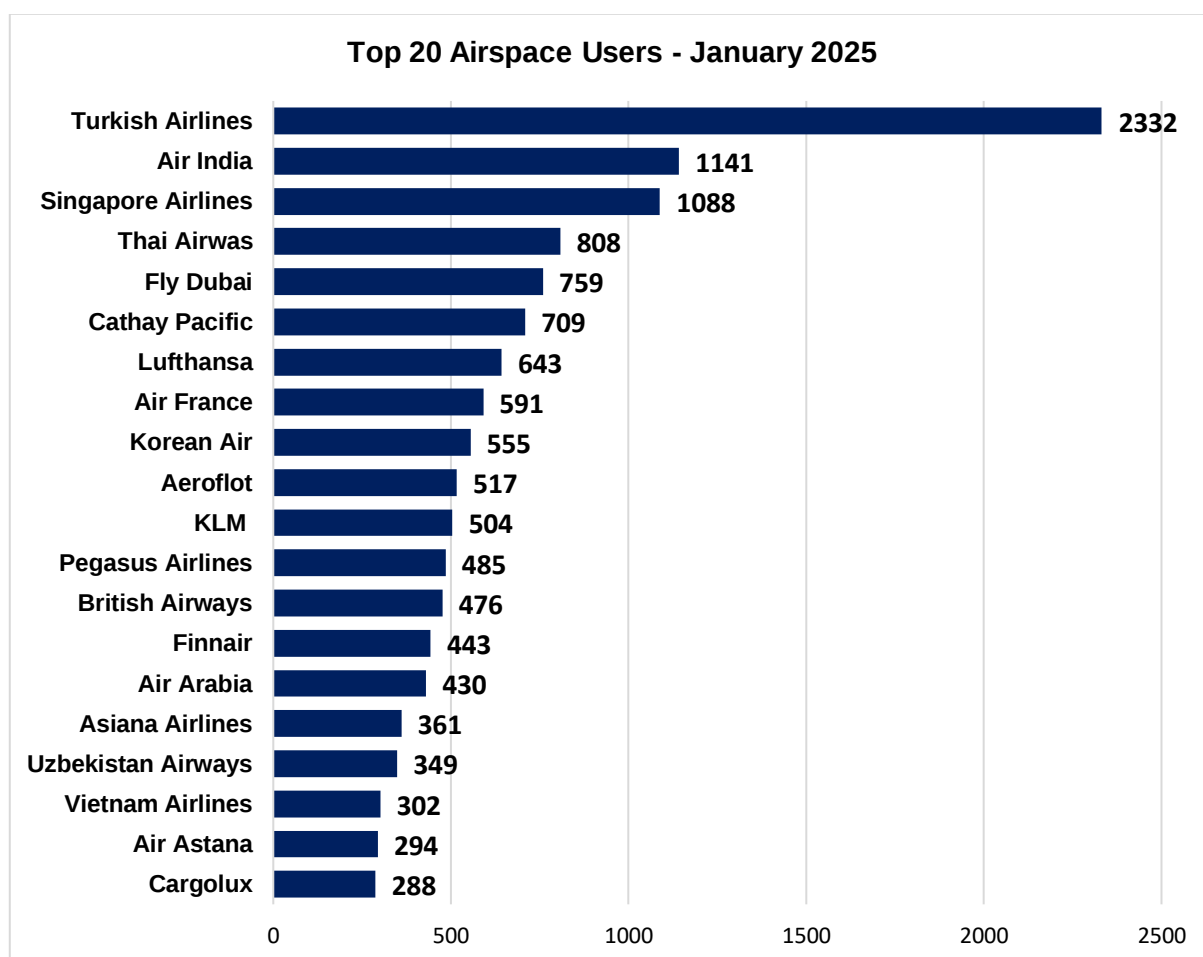
The number of overflights via Baku FIR recorded in January is **22161** ACFT. Average number of overflights per day is **715** ACFT (Peak day, January 04, 2025 – **777** ACFT; low day, January 30, 2025 – **628** ACFT).
Comparison with January 2024 – **+60%**.



4.2 Traffic segments.



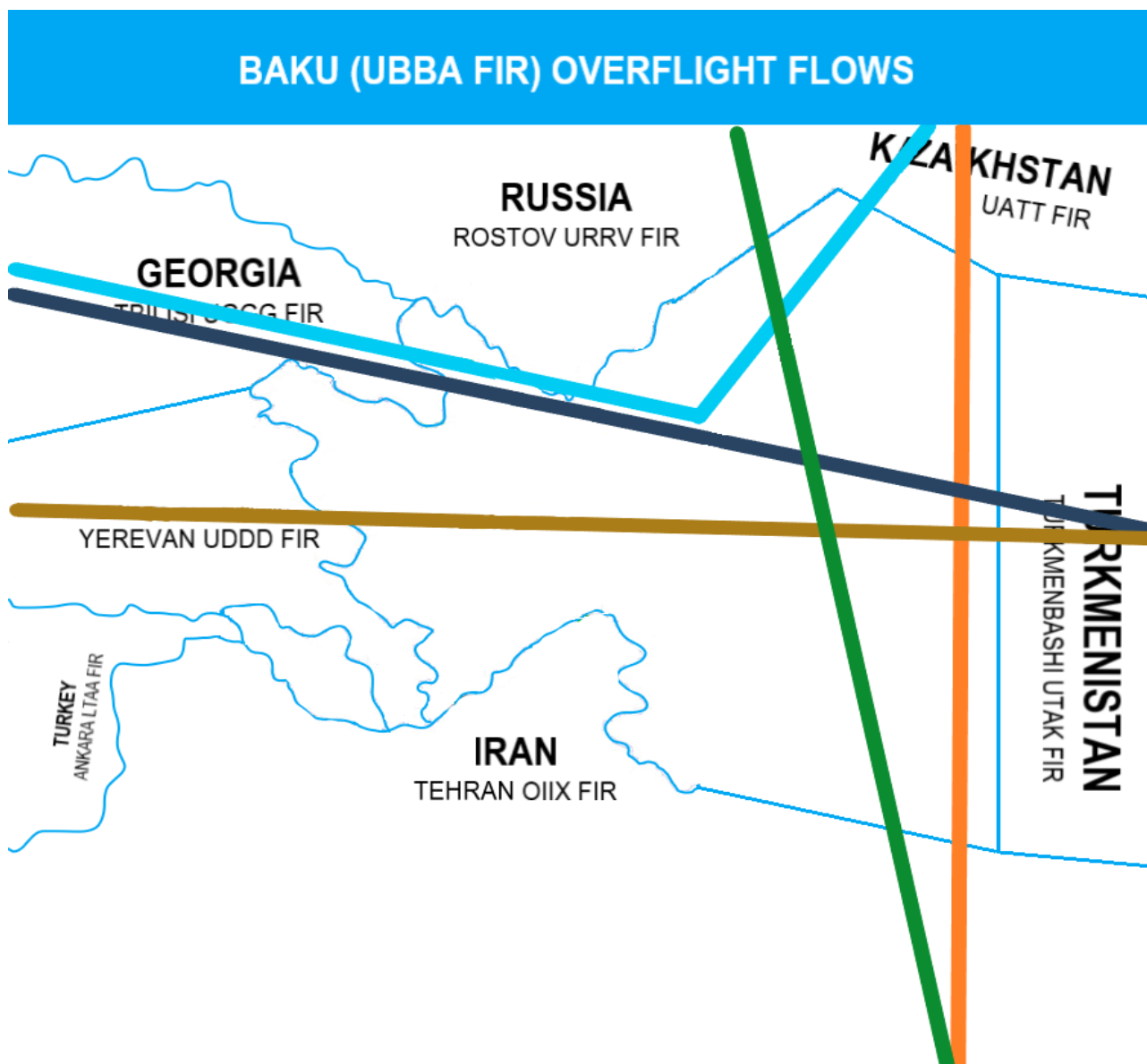
4.3 Aircraft Operators-Top 20 Airspace Users



Note: This chart shows the number of flights in January 2025

4.4 Air traffic flows – main overflight flows.

GEORGIA-TURKMENISTAN and v.v	42%(9324 ACFT)
GEORGIA-KAZAKHSTAN and v.v	16%(3512 ACFT)
IRAN-RUSSIA and v.v	6%(1274 ACFT)
IRAN-KAZAKHSTAN and v.v	8%(1876 ACFT)
ARMENIA-TURKMENISTAN and v.v	20%(4495 ACFT)
OTHER DIRECTIONS	8%(1680 ACFT)
TOTAL	22161 ACFT



5 Key Performance Indicators (KPIs).

This report presents Key Performance Indicators (KPIs) to assess the operational efficiency of the "Azeraeronavigation" ATD in terms of provision of air traffic services.

All the calculations are done for "Bakuaeronavigation" due to low traffic at the regional airports.

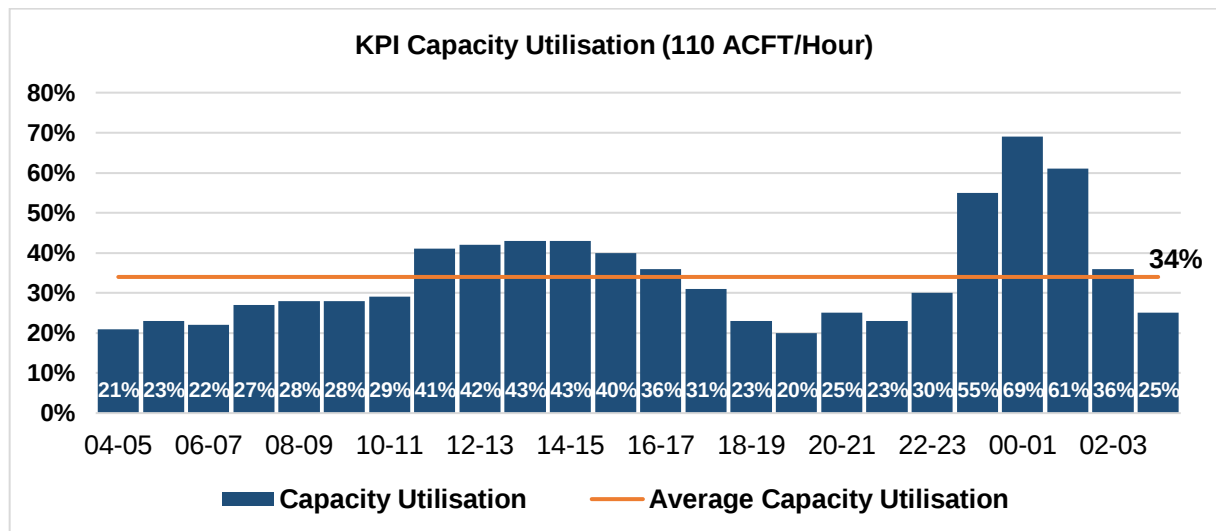
5.1 KPI–Capacity Utilization.

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
2024	41	40	43	50	54	59	34	37	36	37	37	35
2025	34											

Capacity Utilization January 2025 **34%**



5.2 KPI – Total Distance flown.

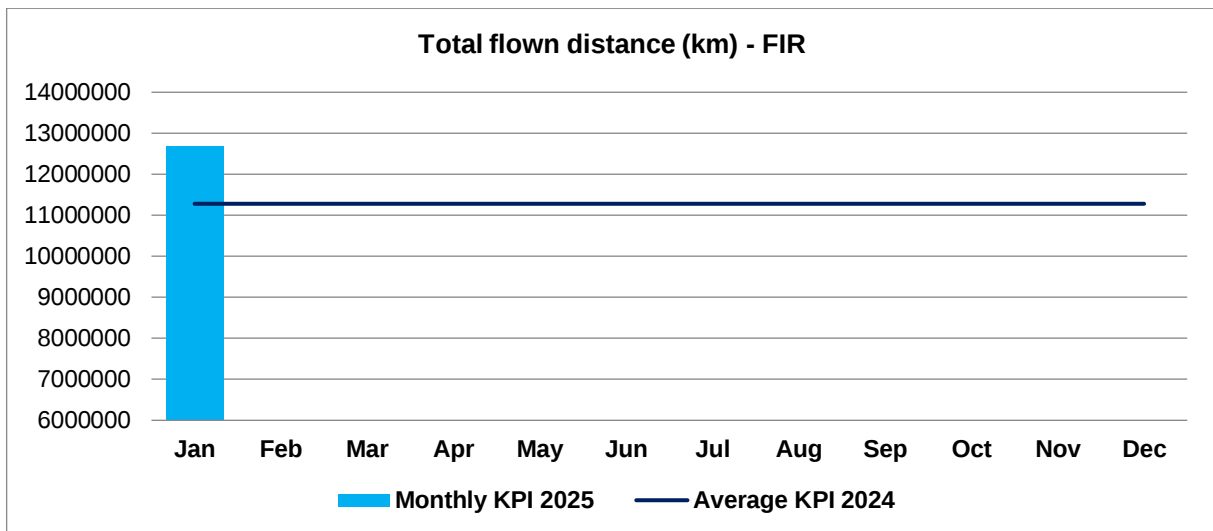
KPI-Flown distance is a total flown distance. KPI is km.

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
2024	8355361	7709276	8820474	10185152	11462401	11964220
2025	12692734					

	Jul	Aug	Sep	Oct	Nov	Dec
2024	11969039	13331489	12479517	13377993	12919519	12792060

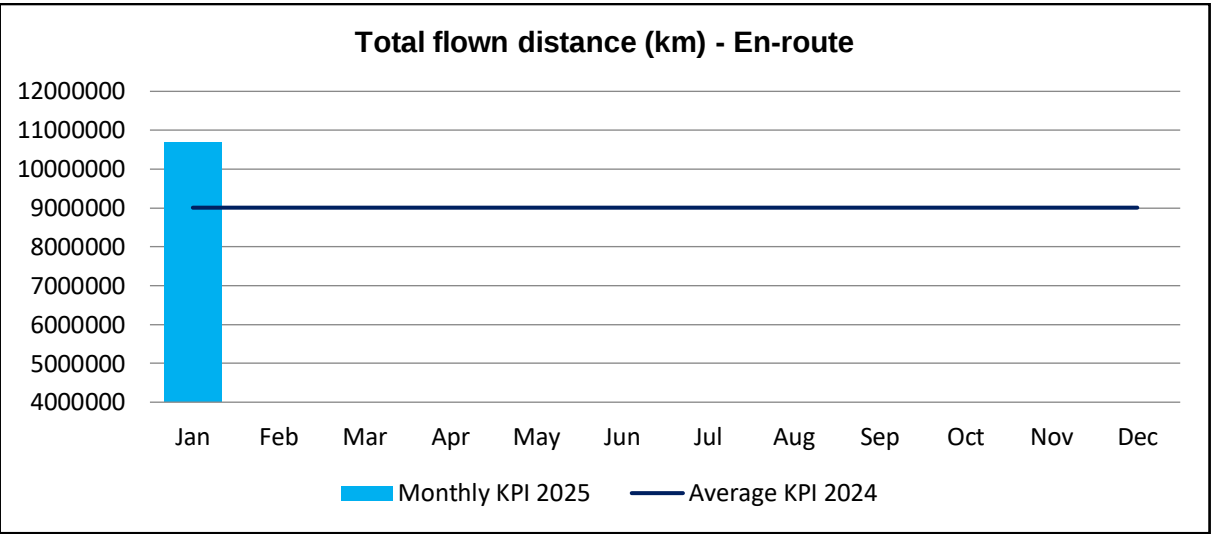


5.2.2 KPI – Total Distance flown - En-route traffic.

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

	Jan	Feb	Mar	Apr	May	Jun
2024	6449357	5938203	6787656	8055796	9218236	9431232
2025	10683875					

	Jul	Aug	Sep	Oct	Nov	Dec
2024	9197101	10529689	9948179	11144662	10735937	10639453

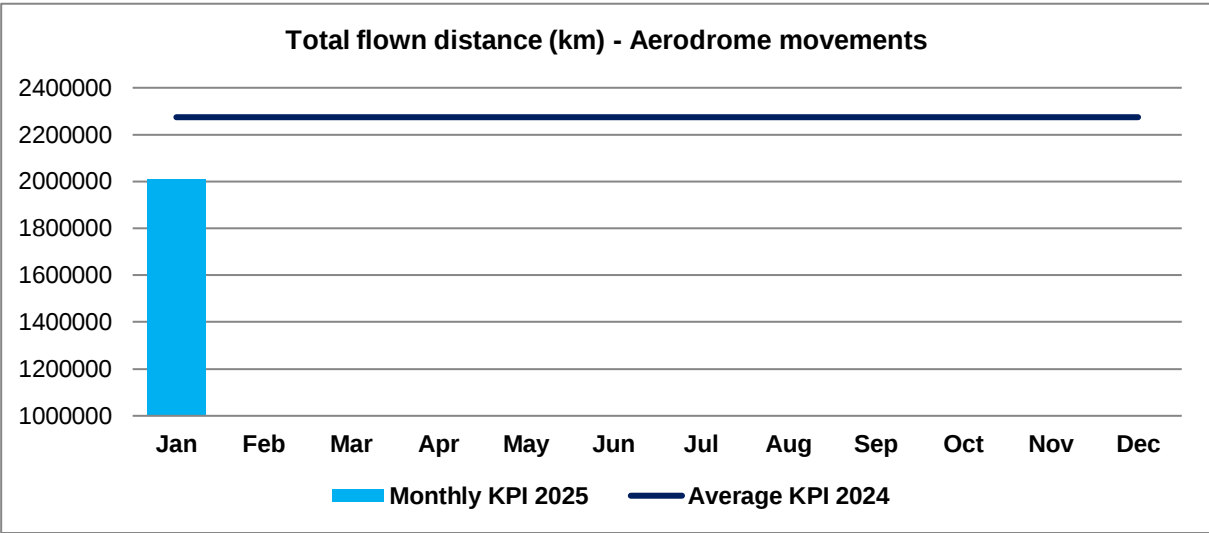


5.2.3 KPI – Total Distance flown - Aerodrome movements.

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

	Jan	Feb	Mar	Apr	May	Jun
2024	1906004	1771073	2032818	2129356	2244165	2532988
2025	2008859					

	Jul	Aug	Sep	Oct	Nov	Dec
2024	2771938	2801800	2531338	2233331	2183582	2152607



5.3 KPI-Average flown distance per ACFT

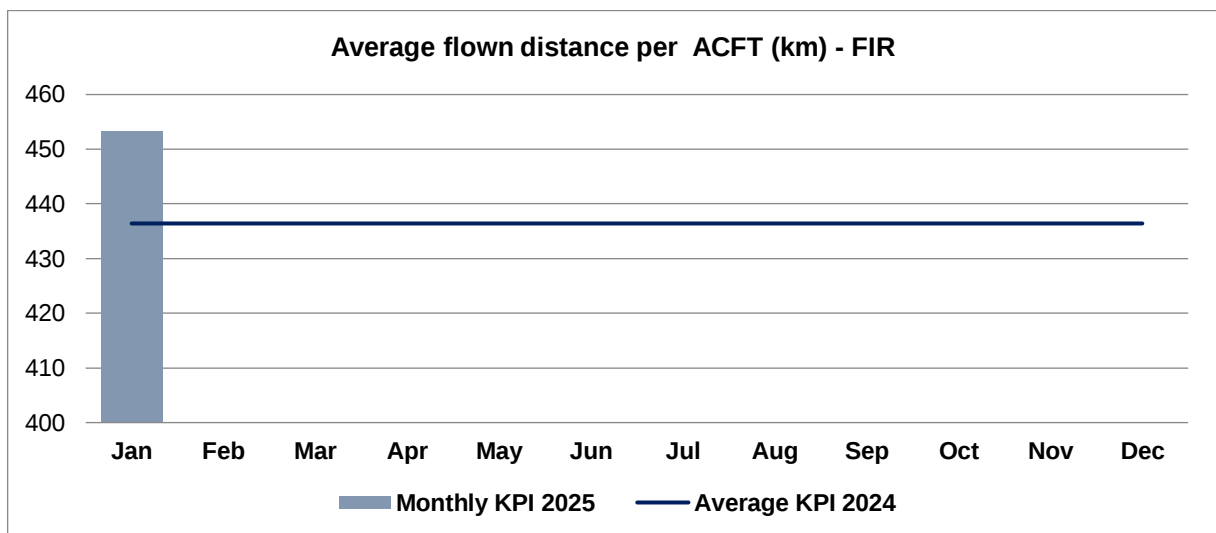
KPI- Average flown distance is calculation of average distance flown by ACFT by the following formula: the value of “total flown distance in kilometers” is divided by the value of “number of ACFT”. KPI is km/ACFT.

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
2024	427	430	429	433	436	433	432	439	441	445	446	446
2025	453											

KPI - Average flown distance (FIR) January 2025 – **453 km/ACFT**

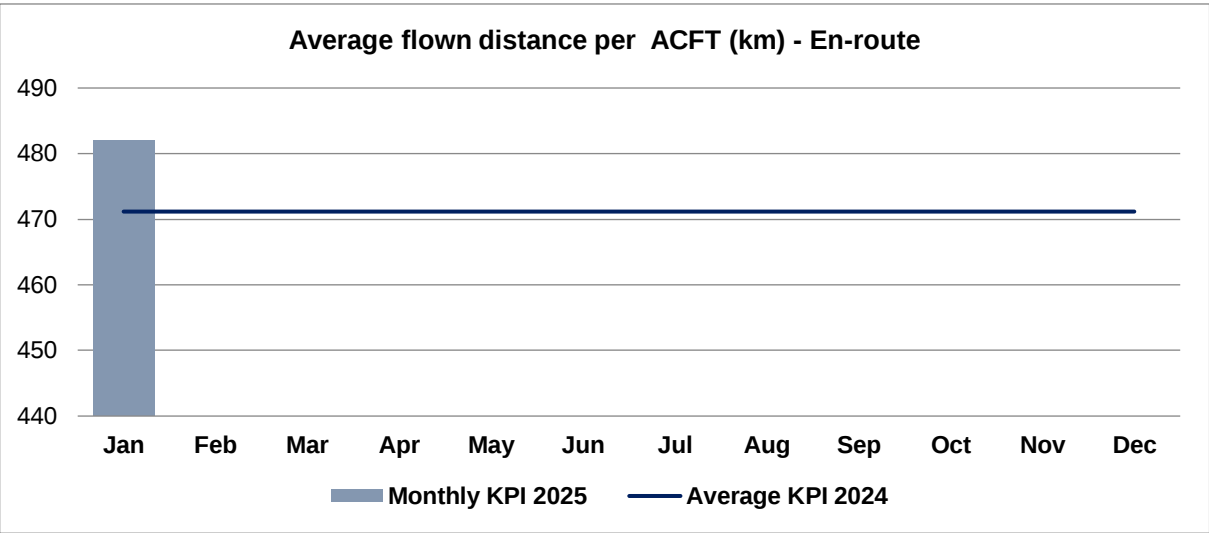


5.3.2 KPI - Average flown distance (ENR)

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
2024	466	468	467	470	471	470	471	473	474	474	475	475
2025	482											

KPI - Average flown distance (ENR) January 2025 – 482 km/ACFT.

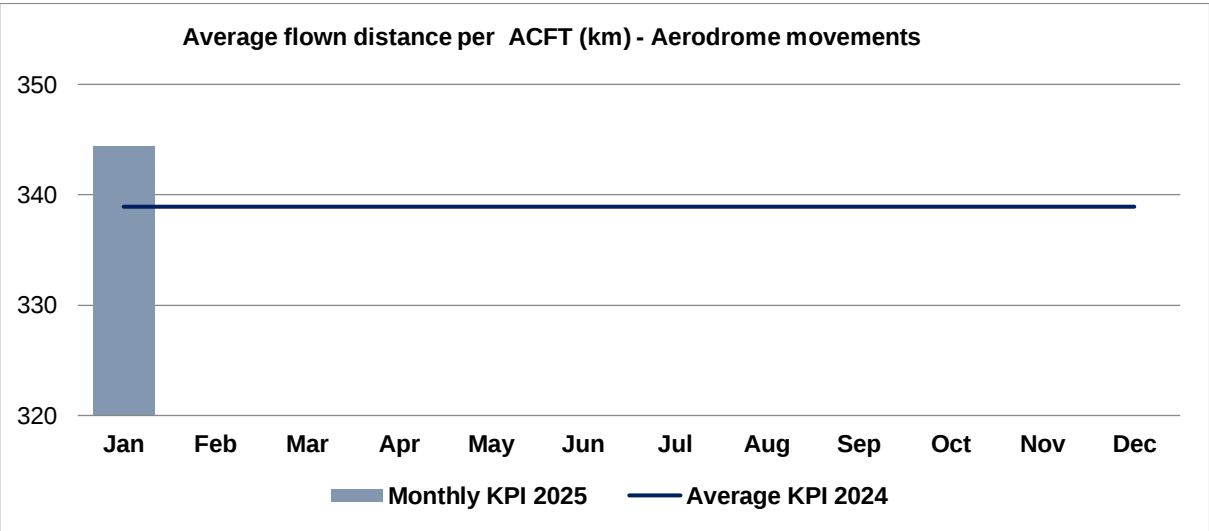


5.3.3.KPI- Average flown distance (AD)

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
2024	332	338	336	334	334	336	340	347	346	339	343	342
2025	344											

KPI - Average flown distance (AD) January 2025 – 344 km/ACFT



5.4 KPI –Total IFR/hours

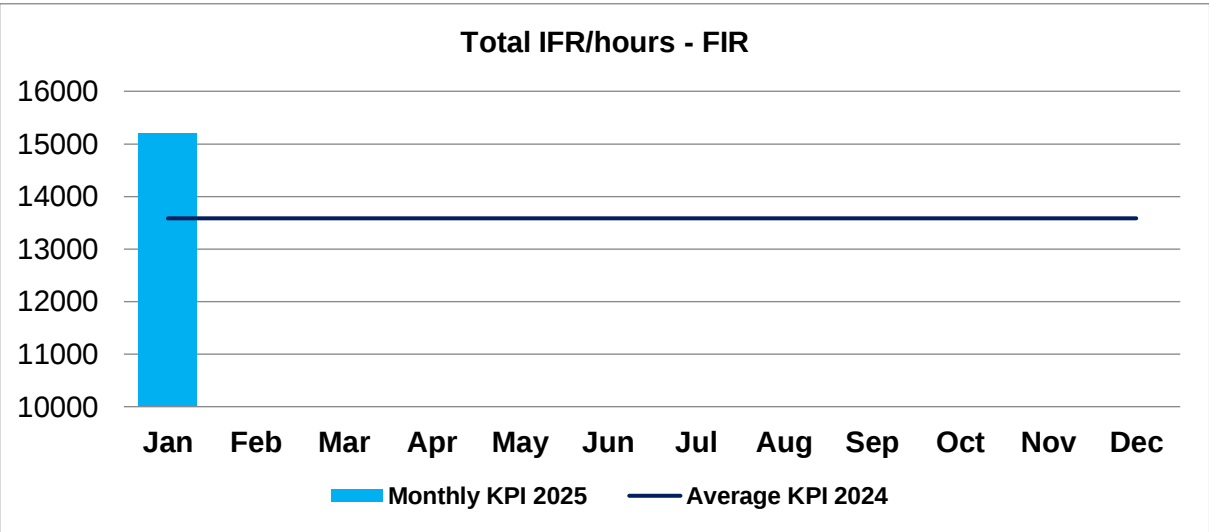
KPI- IFR/hours is a total flown IFR/hours. KPI is IFR/hours.

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
2024	10246	9449	10819	12362	13811	14440	14378	15847	14920	15890	15457	15377
2025	15201											

KPI - Total IFR/hours (FIR) January 2025 – **15201 IFR/hours**

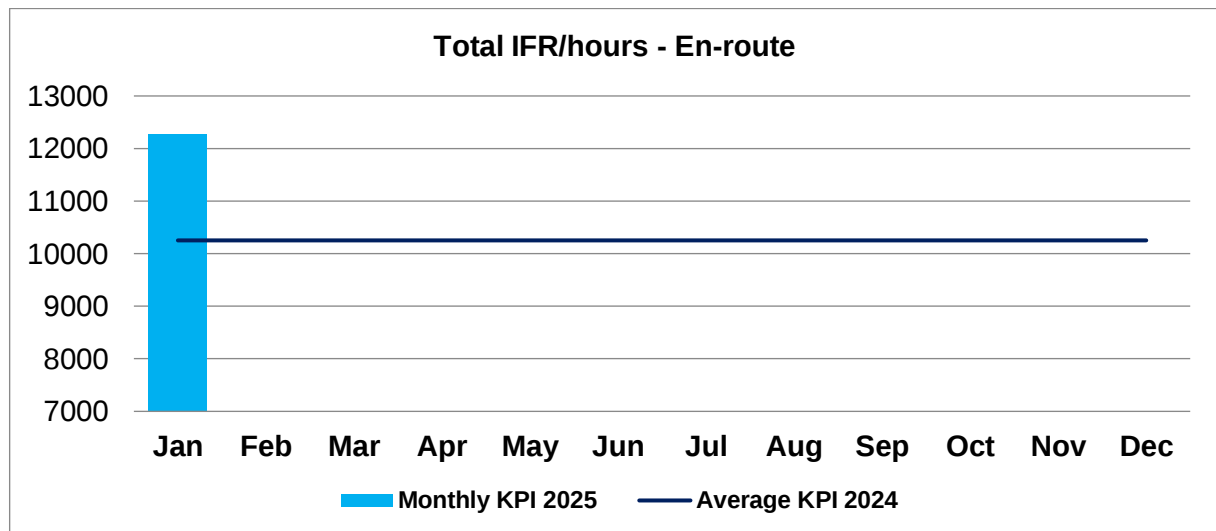


5.4.2 Total IFR/hours -Enroute

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
2024	7459	6850	7834	9236	10517	10714	10313	11773	11229	12619	12261	12225
2025	12264											

KPI - Total IFR/hours (ENR) January 2025 – **12264 IFR/hours**

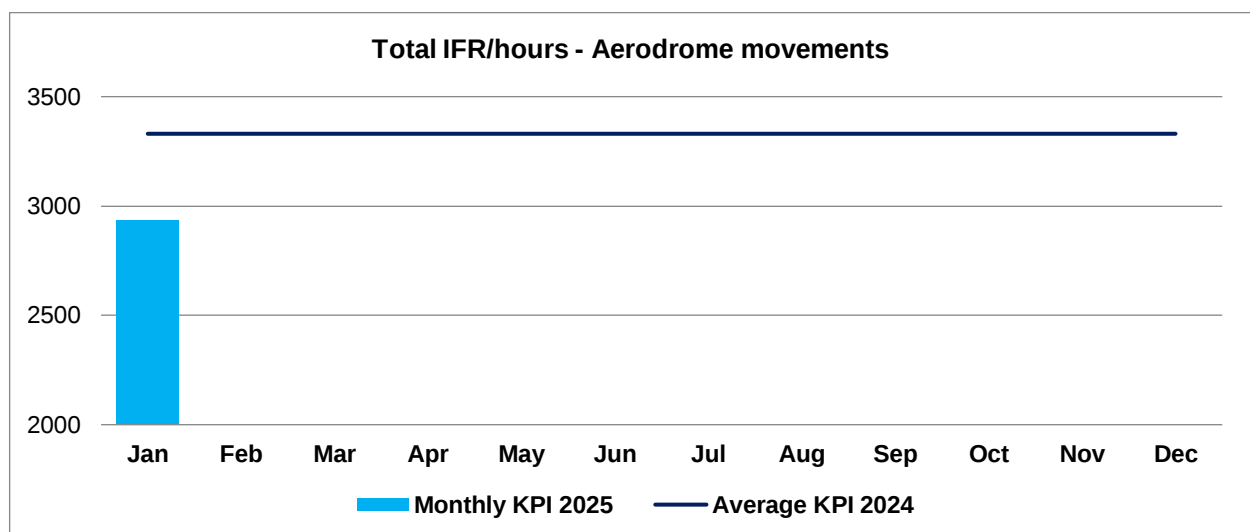


5.4.3 Total IFR/hours –Aerodrome movements

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
2024	2786	2598	2985	3125	3294	3726	4065	4074	3690	3272	3196	3152
2025	2936											

KPI -Total IFR/hours (AD) January 2025 – **2936 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.

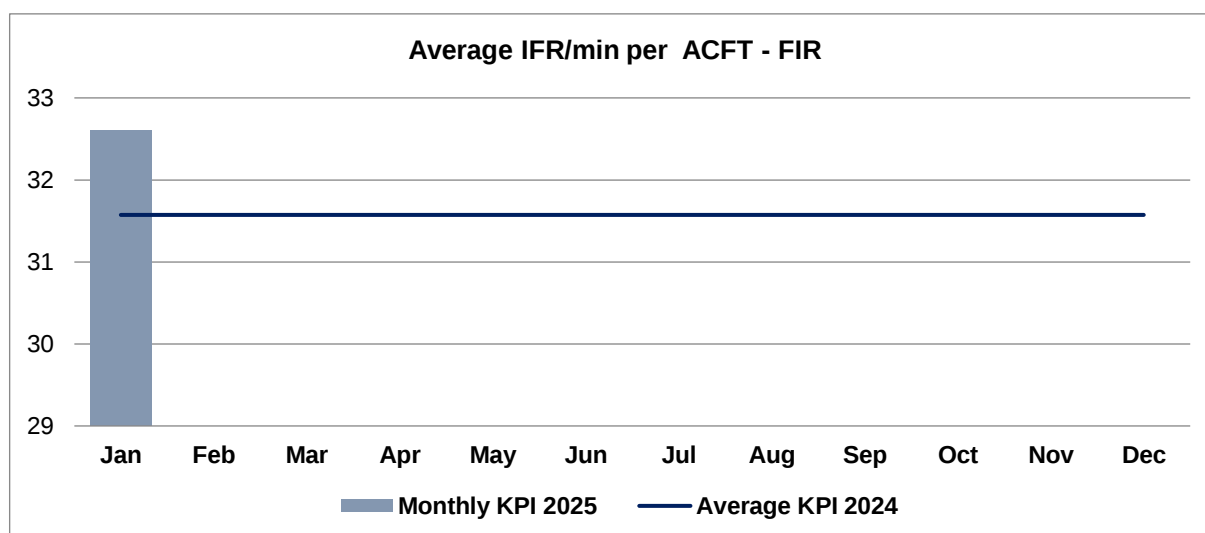
KPI - Average flown IFR/min per ACFT is calculation of average time flown by ACFT by the following formula: the value of “total flown time in minutes” is divided by the value of “number of ACFT”. KPI is min/ACFT.

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
2024	31	32	32	32	32	31	31	31	32	32	32	32
2025	33											

KPI - Average IFR/min per ACFT (FIR) January 2025 - **33 min/ACFT**

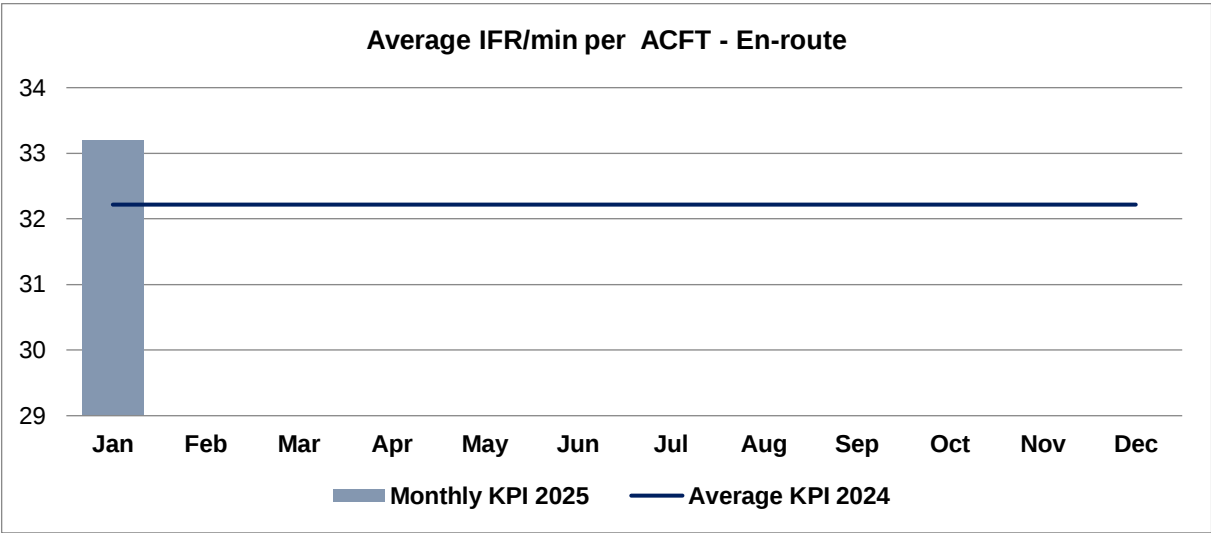


5.5.2 Average IFR/min per ACFT – En-route

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
2024	31	32	32	32	32	32	32	32	32	32	33	33
2025	33											

KPI - Average IFR/min per ACFT (ENR) January 2025 - 33 min/ACFT

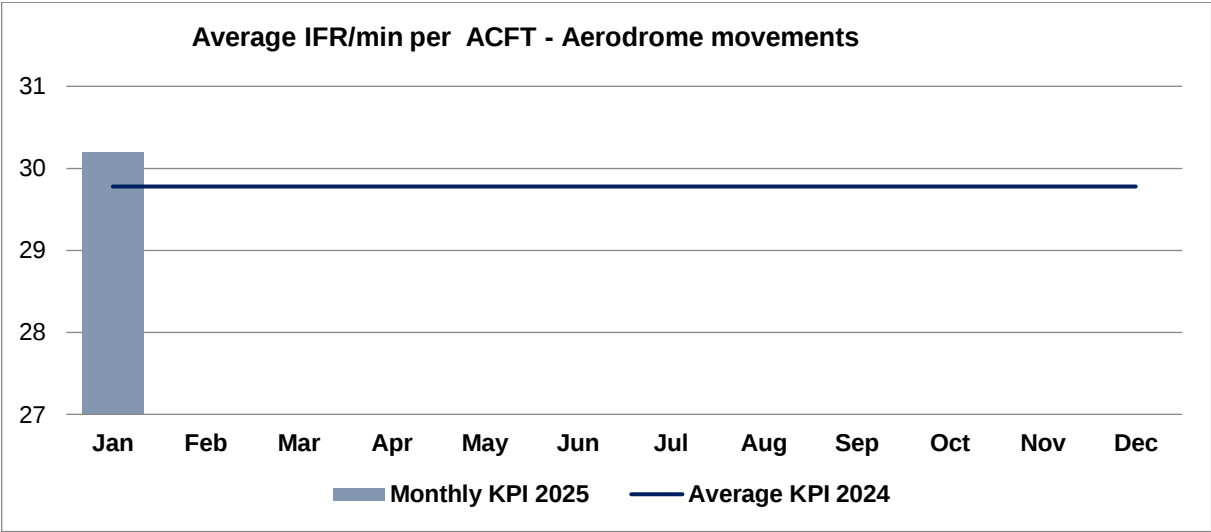


5.5.3 Average IFR/min per ACFT – Aerodrome movements

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
2024	29	30	30	29	29	30	30	30	30	30	30	30
2025	30											

KPI - Average IFR/min per ACFT (AD) January 2025 - 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.

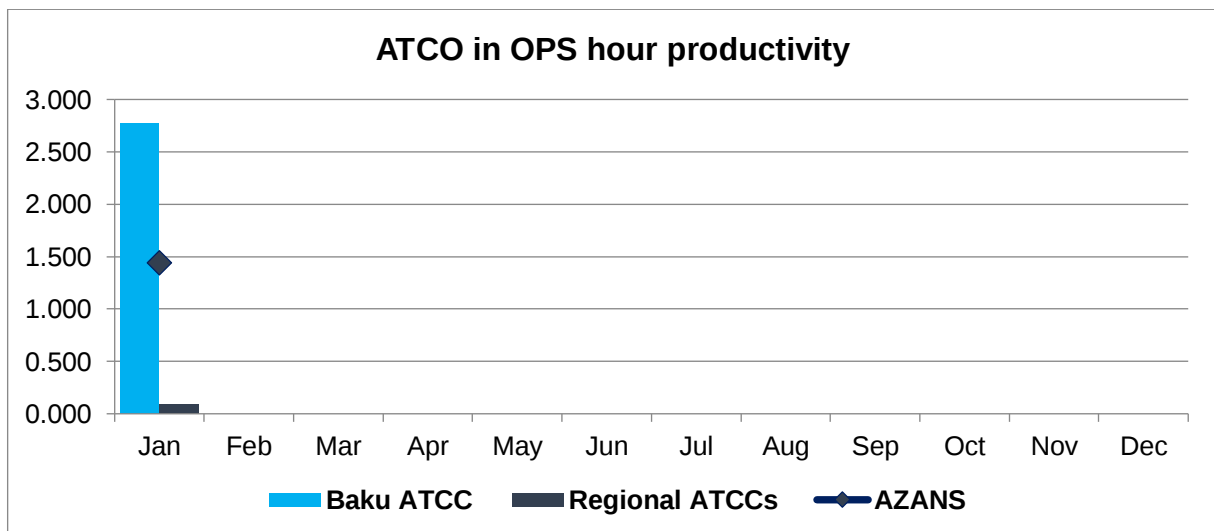
Furthermore, advances in technology are now focusing more than ever on reducing the workload of ATCOs in OPS to enable them to safely manage higher levels of traffic in a given volume of airspace. Training associated with the introduction of technology, however, can lead to short-term reductions in productivity.

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”

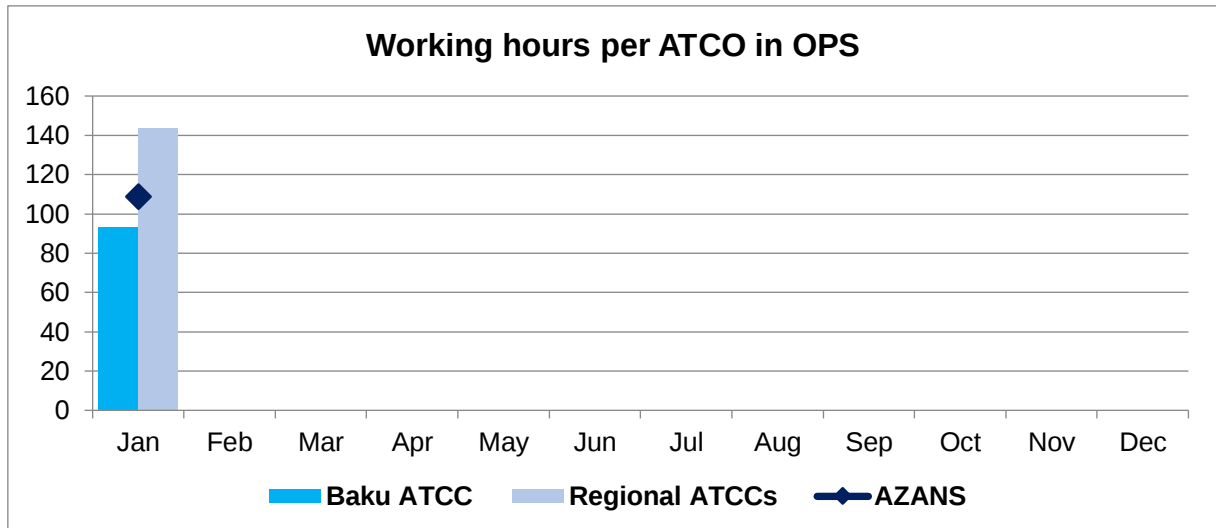
ATCO in OPS hour productivity (AZANS) January 2025	1,442
ATCO in OPS hour productivity (Baku ATCC) January 2025	2,776
ATCO in OPS hour productivity (Regional ATCCs) January 2025	0.090



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”

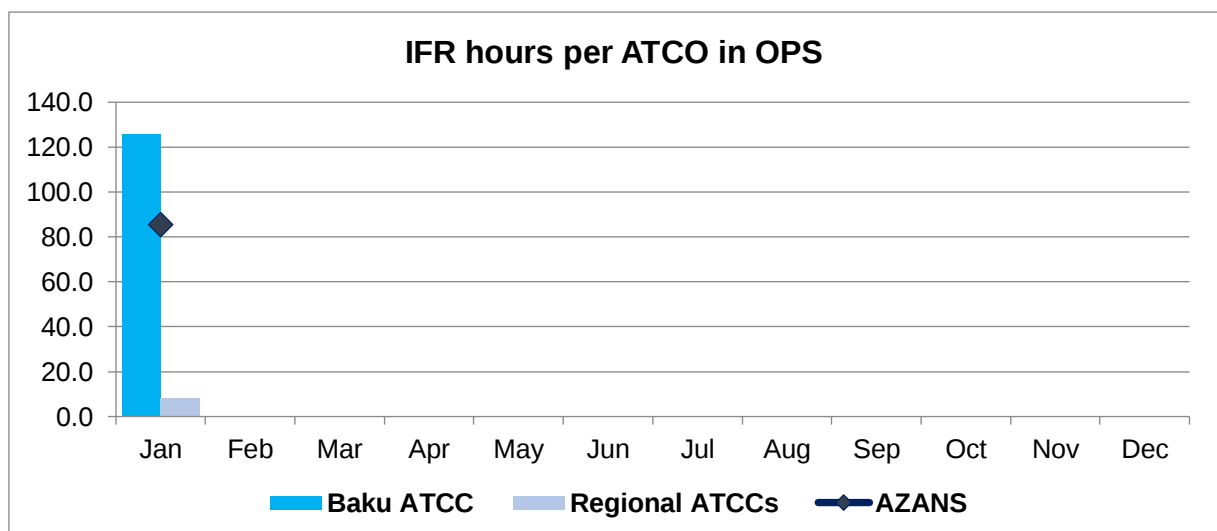
Working hours per ATCO in OPS (AZANS) January 2025	108.7
Working hours per ATCO in OPS (Baku ATCC) January 2025	93
Working hours per ATCO in OPS (Regional ATCCs) January 2025	143.6



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”

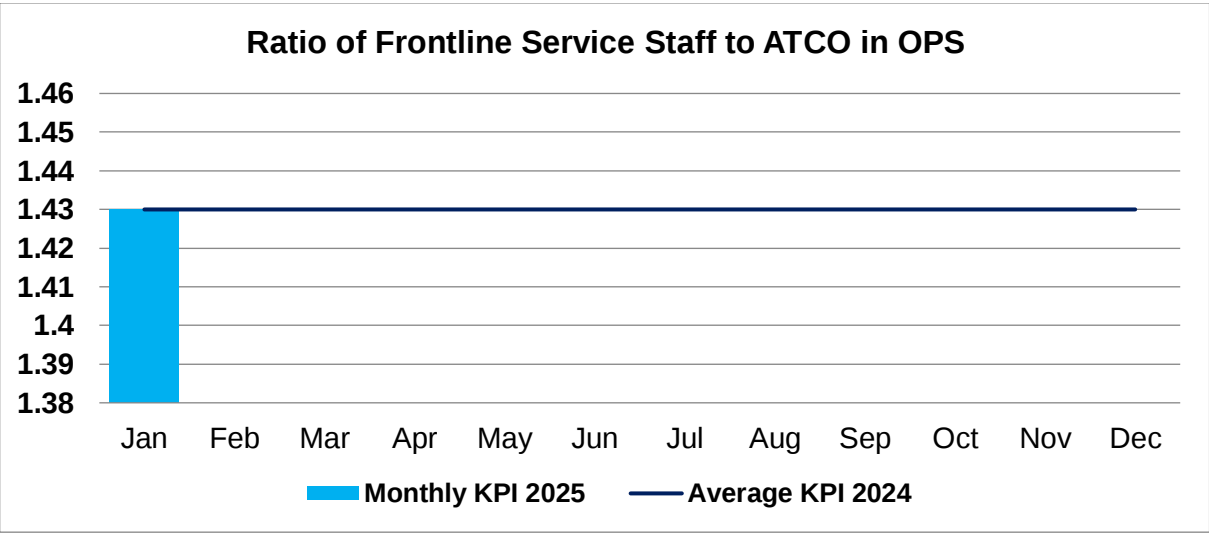
IFR hour per ATCO in OPS (AZANS) January 2025	85.4
IFR hour per ATCO in OPS (Baku ATCC) January 2025	125.6
IFR hour per ATCO in OPS (Regional ATCCs) January 2025	8.0



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 January 2025 **1.43**

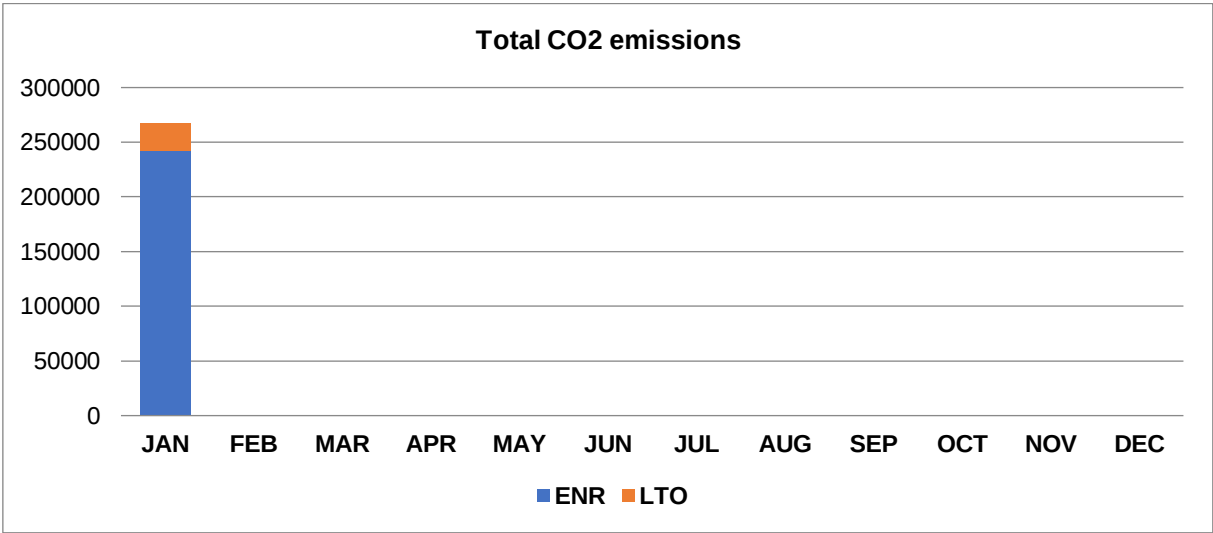


5.7 CO2 emissions

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

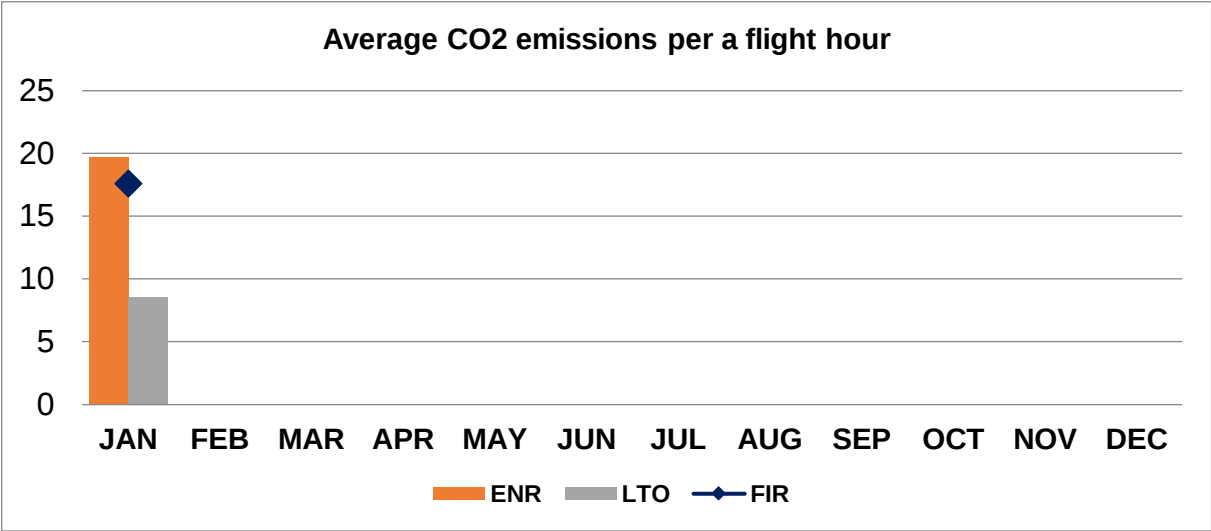
5.7.1 Total CO2 emissions

Total CO2 emissions (FIR) January 2025 **267 076 tons**
Total CO2 emissions (ENR) January 2025 **241 903 tons**
Total CO2 emissions (LTO) January 2025 **25 173 tons**



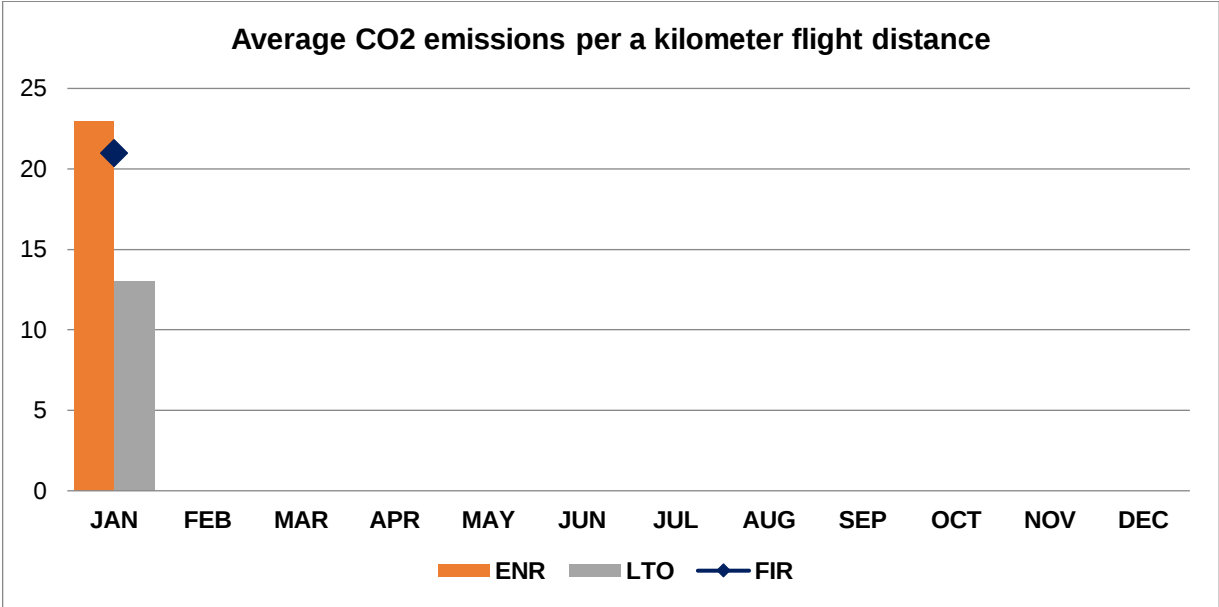
5.7.2 CO2 emissions per a flight hour

CO2 emissions per a flight hour (FIR) January 2025	17.6 ton/hour
CO2 emissions per a flight hour (ENR) January 2025	19.7 ton/hour
CO2 emissions per a flight hour (LTO) January 2025	8.6 ton/hour



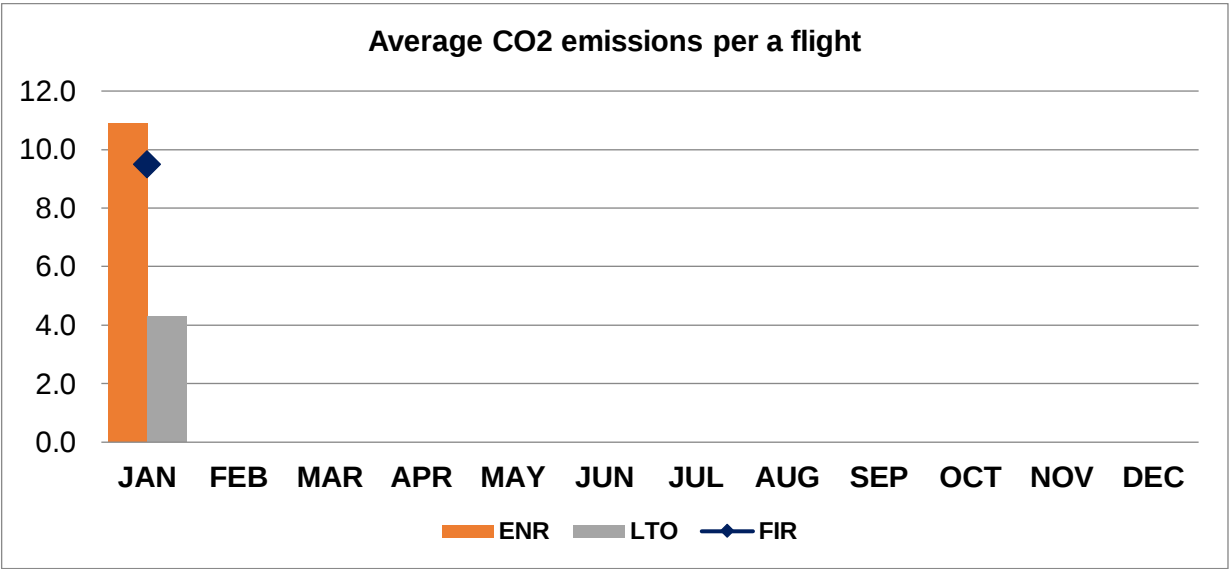
5.7.3 CO2 emissions per a kilometer flight distance

CO2 emissions per a kilometer flight distance (FIR) January 2025	21 kg/km
CO2 emissions per a kilometer flight distance (ENR) January 2025	23 kg/km
CO2 emissions per a kilometer flight distance (LTO) January 2025	13 kg/km



5.7.4 CO2 emissions per a flight

CO2 emissions per a flight (FIR) January 2025	9.5 ton/flight
CO2 emissions per a flight (ENR) January 2025	10.9 ton/flight
CO2 emissions per a flight (AD) January 2025	4.3 ton/flight

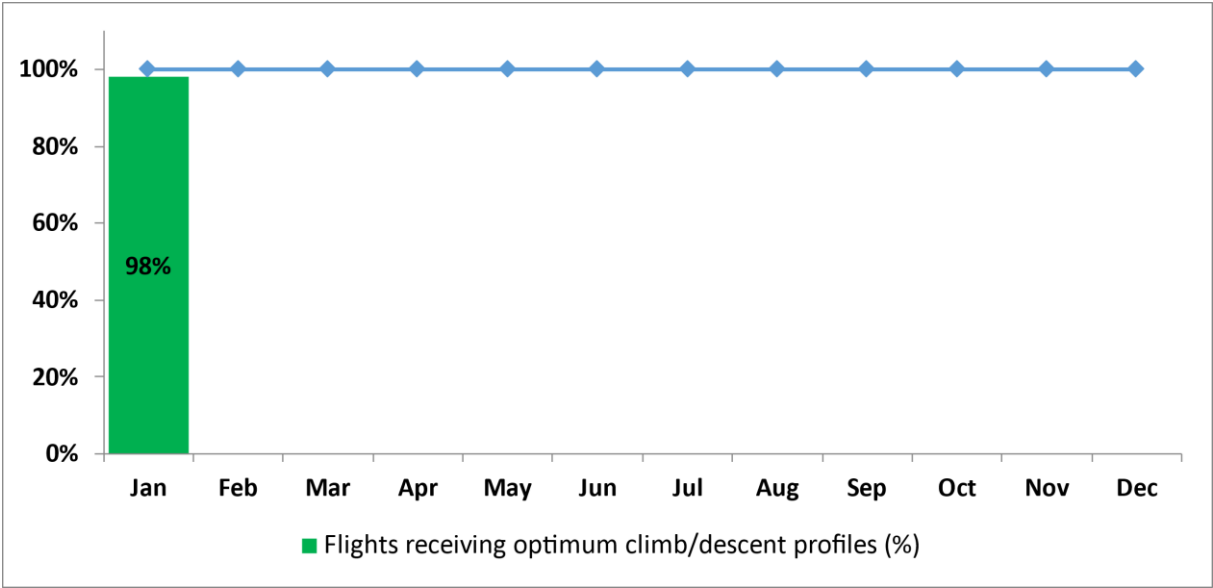


5.8 KPI – CCO/CDO operations

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 January 2025 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) January 2025	205 Airlines.
KPI - Number of airspace users (ENR) January 2025	193 Airlines
KPI - Number of airspace users (AD) January 2025	55 Airlines.

