



Airspace
Supervision &
Efficiency
Center



Air Traffic Statistics Report November 2025

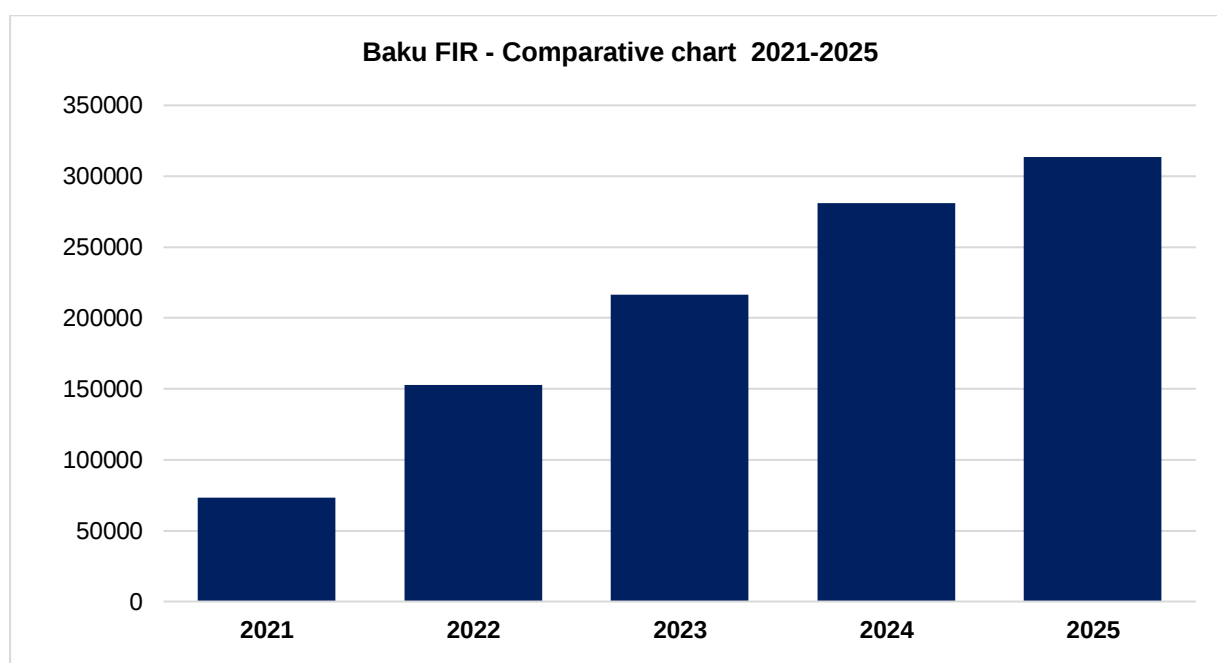
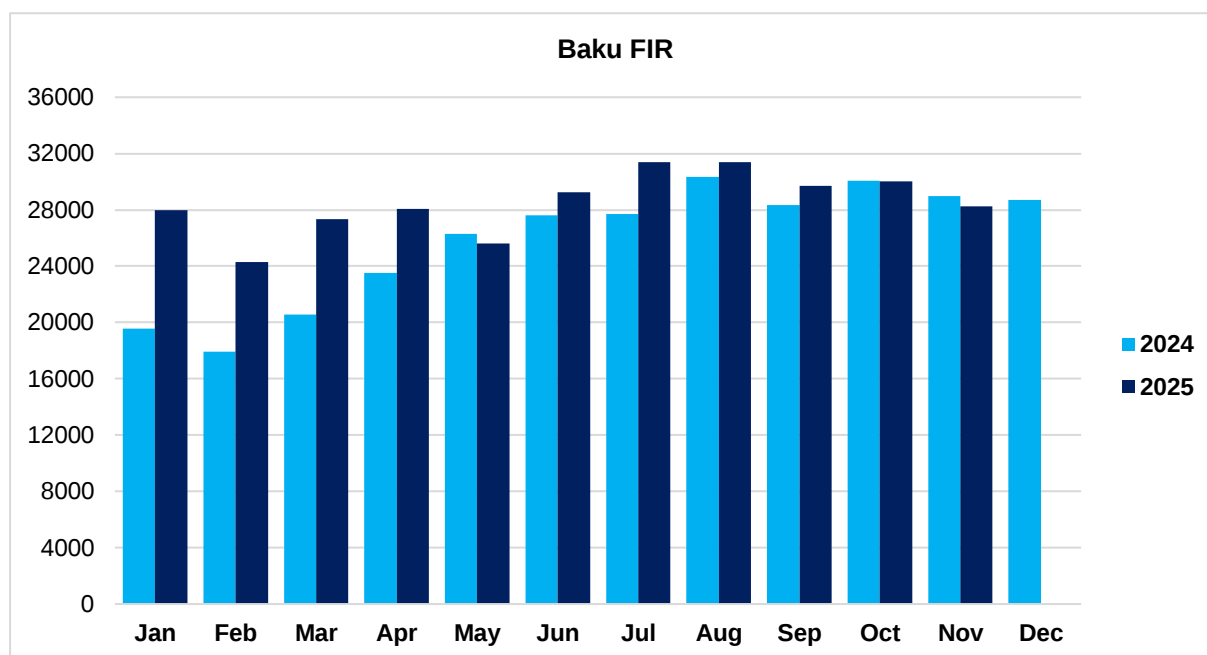
Table of contents

1 Baku FIR Air Traffic Statistics Data (IFR movements).	3
1.1 General Air Traffic Statistics Data	3
1.2 Traffic Segments	4
1.3 Capacity vs traffic demand	5
2. Aerodrome Movements Statistics Data.	5
2.1 Heydar Aliyev International airport	6
2.2 Nakhchivan International airport	11
2.3 Ganja International airport	12
2.4 Gabala International airport	13
2.5 Fuzuli International airport	14
2.6 Lenkoran International airport	15
2.7 Zagatala International airport	15
2.8 Zangilan International airport	15
2.9 Lachin International airport	15
2.10 Yevlakh airport	15
3. VFR Movements Statistics data.	16
3.1 Baku/Zabrat airport	16
3.2 Chilov heliport	16
3.3 Neft Dashlari heliport	17
3.4 Helipads on the ships and offshore drilling rigs in the Caspian Sea	17
4.Overflight Air Traffic Statistics Data.	18
4.1 General Air Traffic Statistics Data	18
4.2 Traffic segments	19
4.3 Aircraft Operators-Top 20 Airspace Users	19
4.4 Air traffic flows – main overflight flows	20
5. Key Performance Indicators (KPIs).	21
5.1 KPI–Capacity Utilization	21
5.2 KPI-Analysis of Flight Density Rate	22
5.3. KPI – Total Distance flown	23
5.4 KPI-Average flown distance per ACFT	25
5.6 KPI – Average IFR/min per ACFT	29
5.7 CANSO Productivity KPIs	31
5.8 CO2 emissions	33
5.9 KPI – CCO/CDO operations	35
5.10 KPI – Number of airspace users	36

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

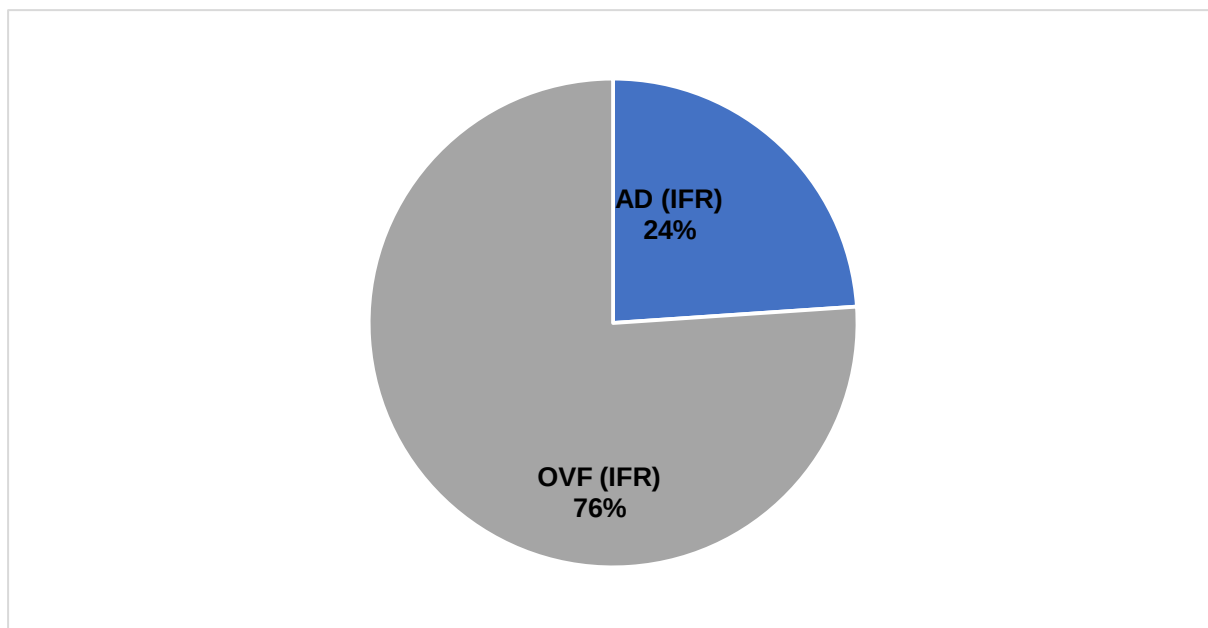
1.1 General Air Traffic Statistics Data

The number of IFR movements within Baku FIR recorded in November is **28 273** ACFT. Average number of IFR movements per day is **942** ACFT (Peak day, November 1, 2025 **1026** ACFT; low day, November 24, 2025 –**897** ACFT). Comparison with **November 2024** - -2,43 %.

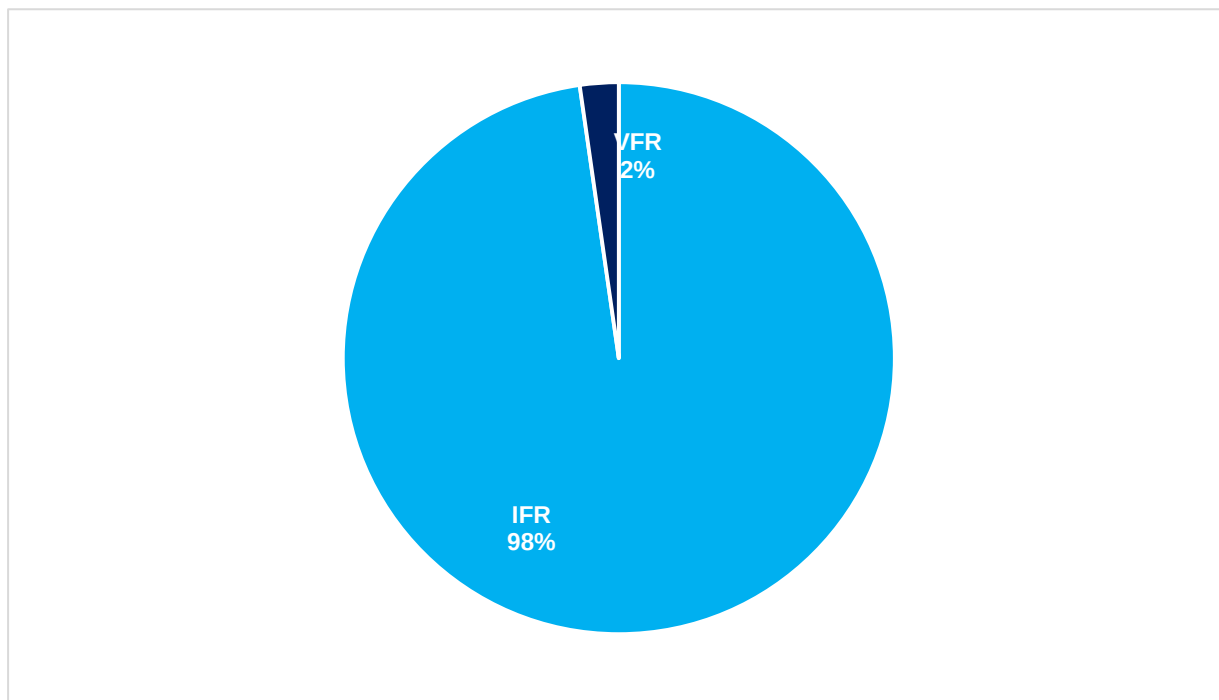


1.2 Traffic Segments.

1.2.1 The number of IFR movements within Baku FIR recorded in November is **28 273** ACFT, where **21 517** ACFT are overflight traffic and **6756** ACFT are aerodrome movements.



1.2.2 Total number of movements within Baku FIR recorded in November is **28 929** ACFT, where **28273** ACFT are IFR movements and **656** ACFT are VFR movements. Average number of movements per day is **964** ACFT. Comparison with November 2024 – **-2,8 %**.

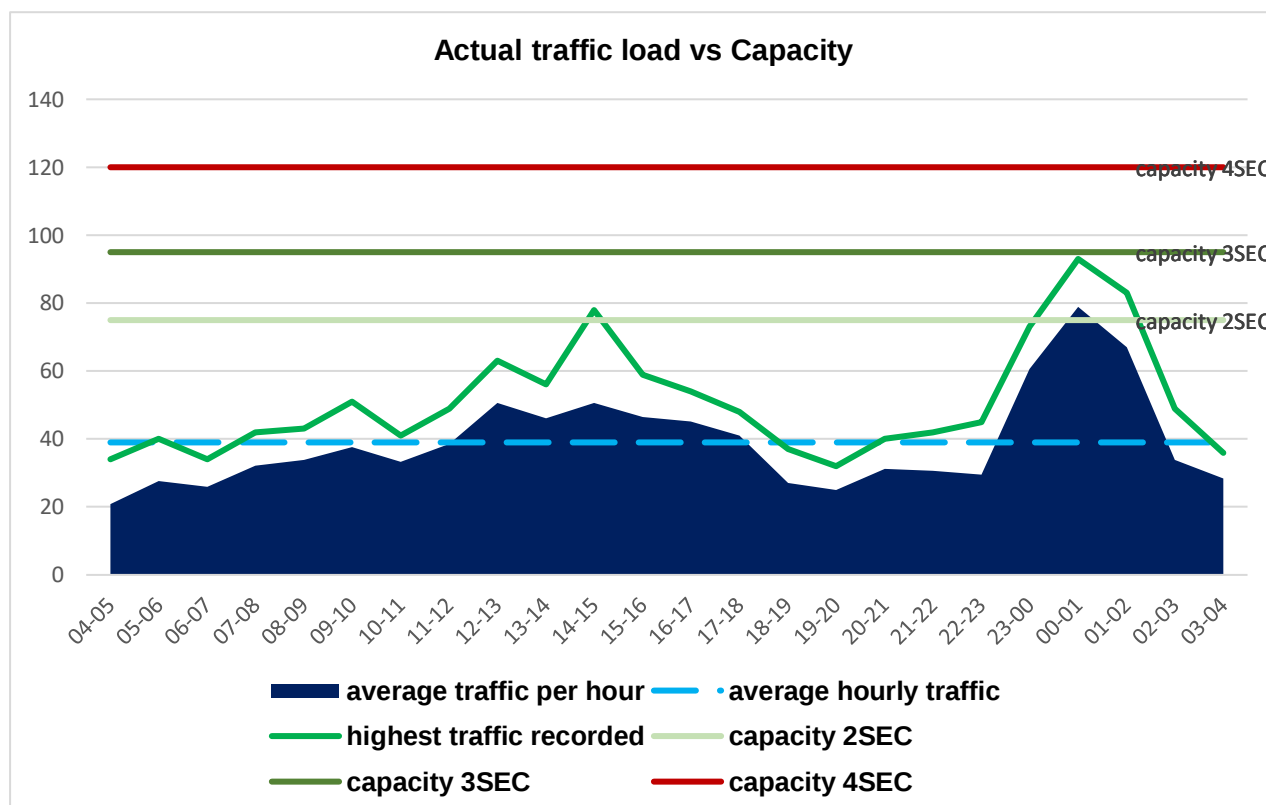


1.3 Capacity vs traffic demand

Highest traffic recorded **93 ACFT** (November 29, 2025 00:00-01:00)

Peak hour (November average data):	00:00-01:00	79 ACFT
	23:00-00:00	61 ACFT
	01:00-02:00	67 ACFT
	11:00-12:00	39 ACFT
	12:00-13:00	51 ACFT

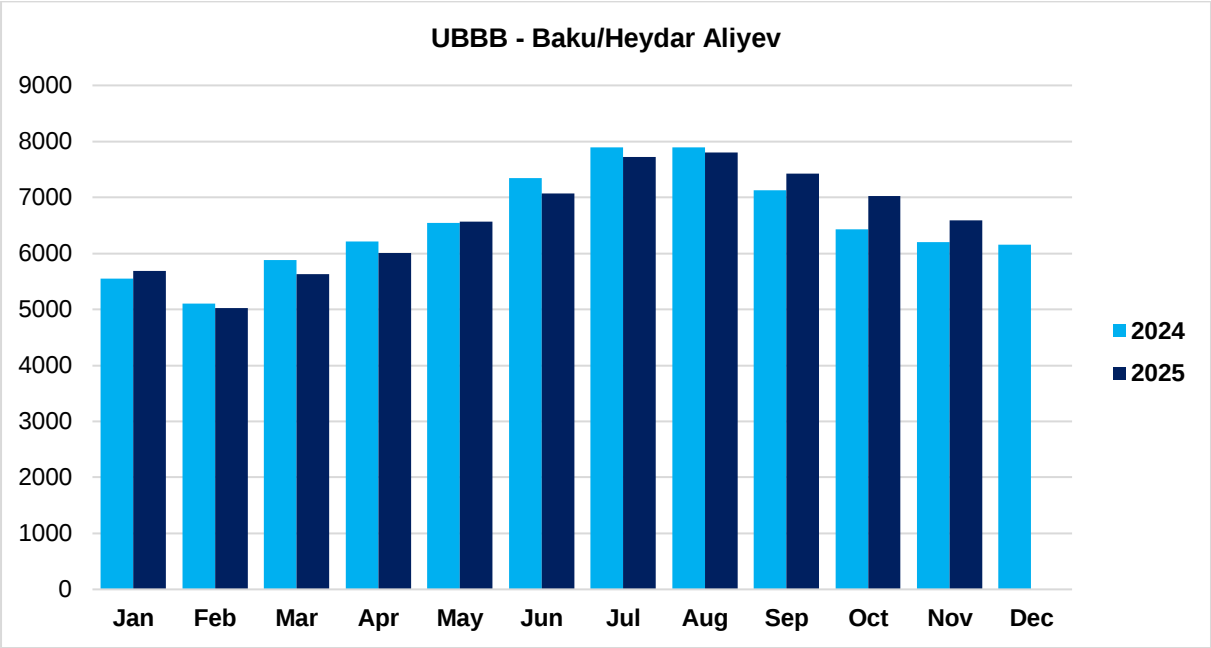
The following picture reflects the traffic demand by hour vs capacity of Baku FIR.



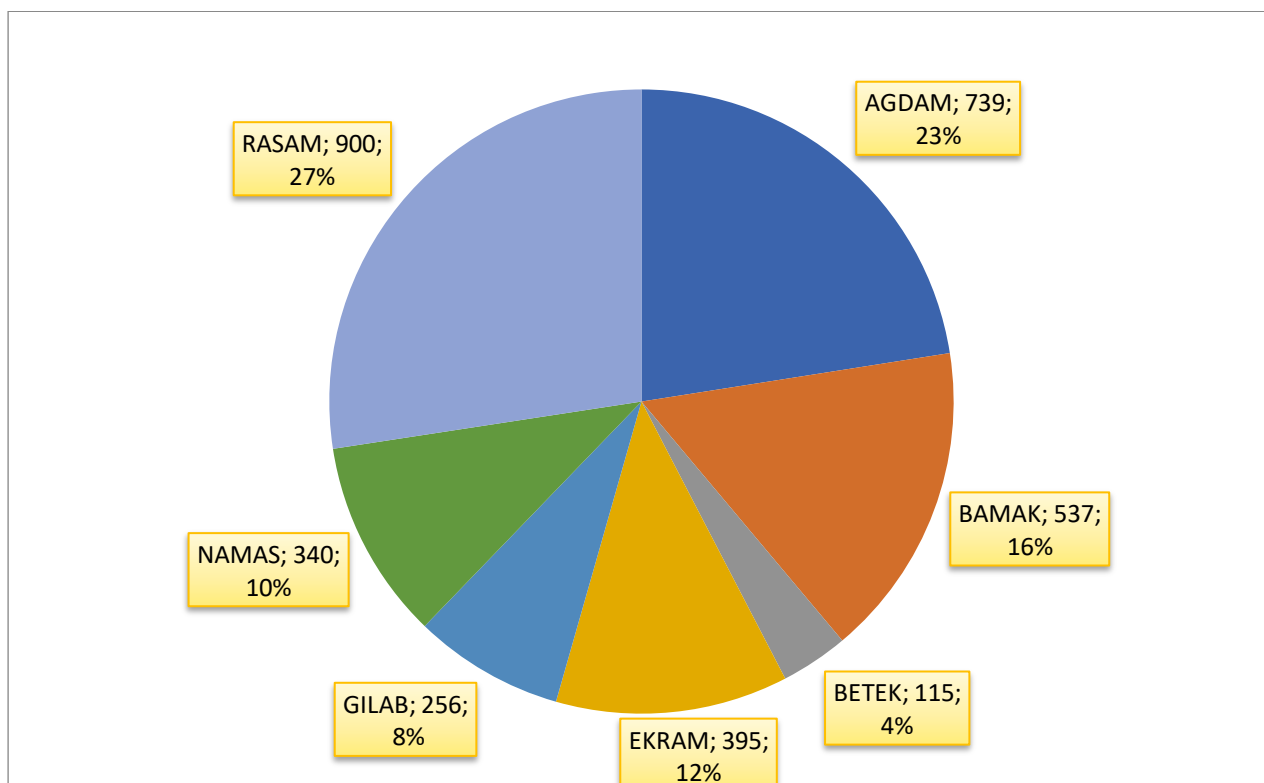
2. Aerodrome Movements Statistics Data.

2.1 Heydar Aliyev International airport.

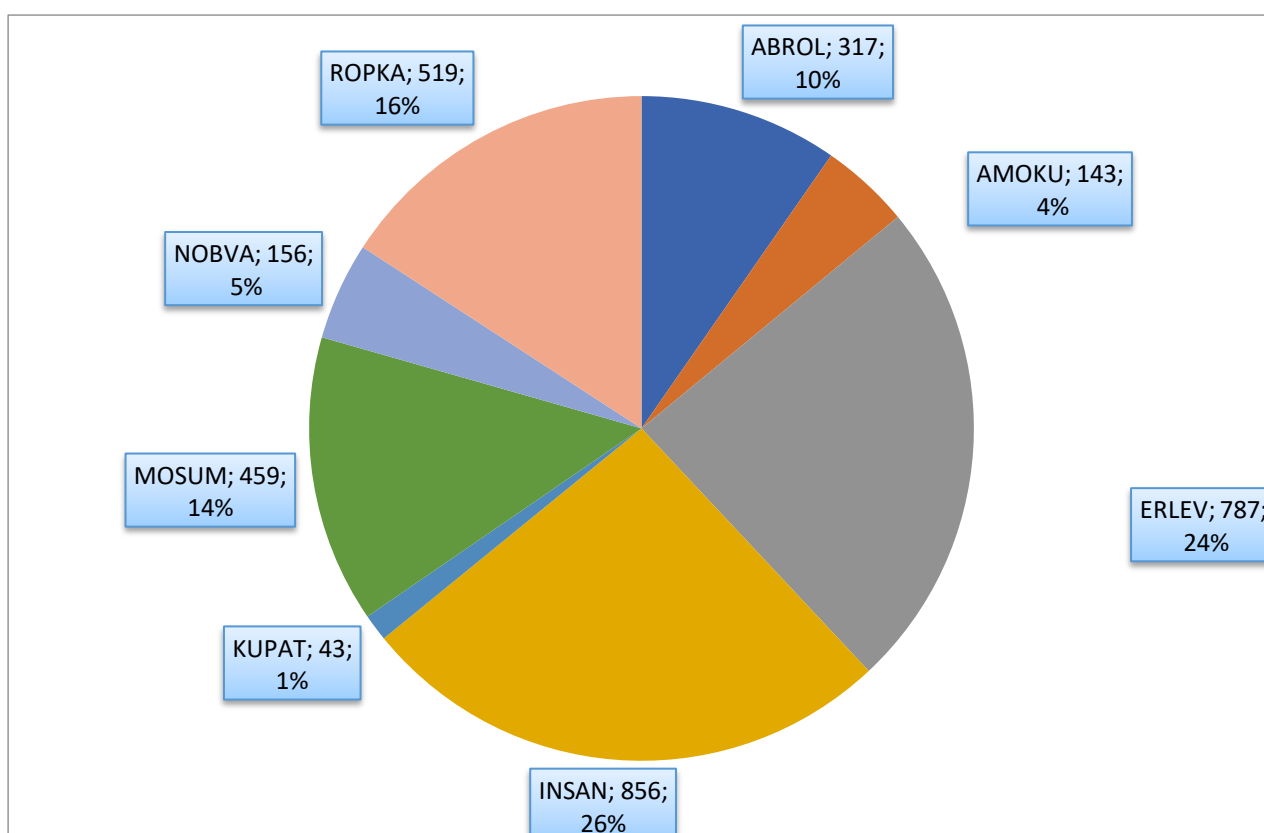
Total number of movements at Baku/Heydar International Aliyev airport recorded in November is **6593** ACFT. Average number of movements per day is **219** ACFT (Peak day, November 08, 2025 -**260** ACFT; low day, November 21, 2025 -**197** ACFT). Comparison with **November 2024** – **+6,32%**.



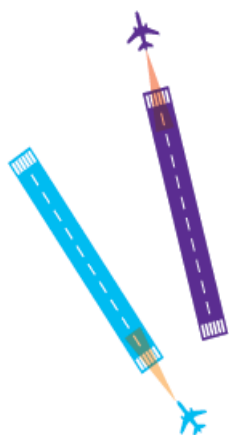
2.1.3 Air traffic flows – Load of SIDs.



2.1.4 Air traffic flows – Load of STARs.



2.1.5 Use of RWY 16/34 and 17/35



Takeoff:

RWY 16/34	1466 ACFT
RWY 17/35	1830 ACFT

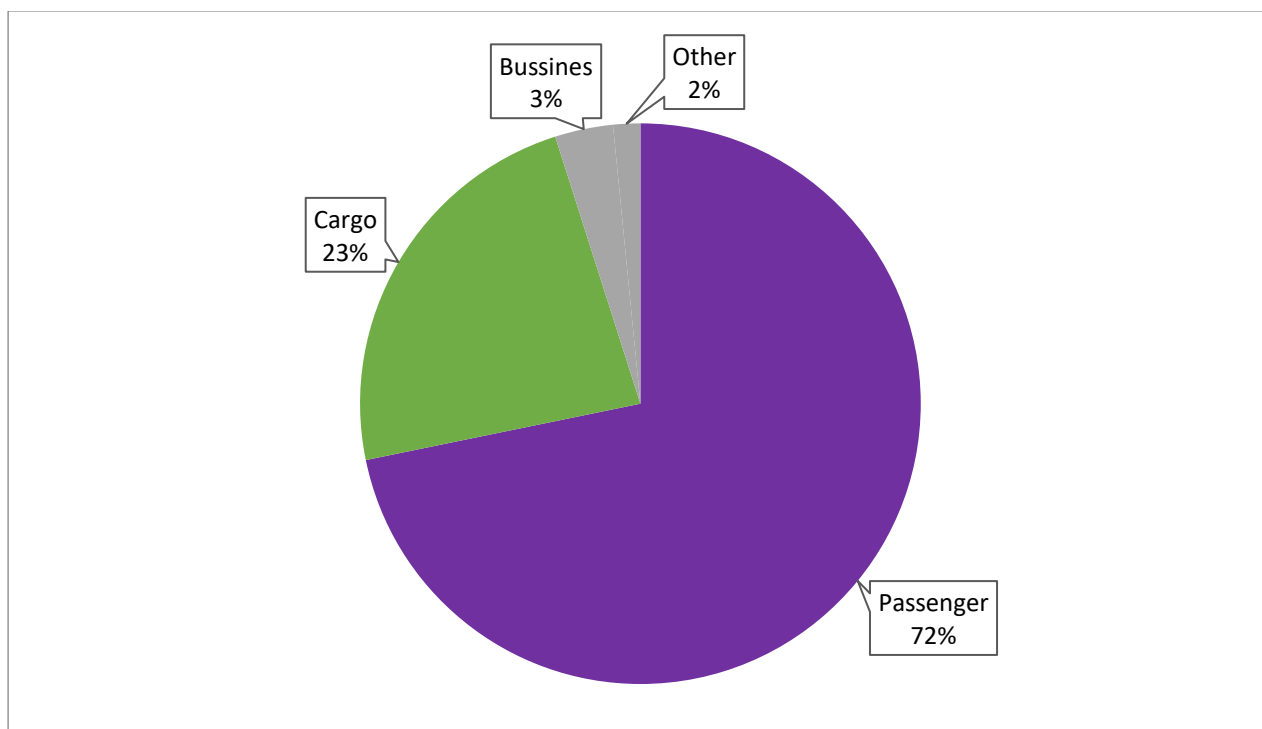
Landing:

RWY 16/34	1685 ACFT
RWY 17/35	1609 ACFT

Total:

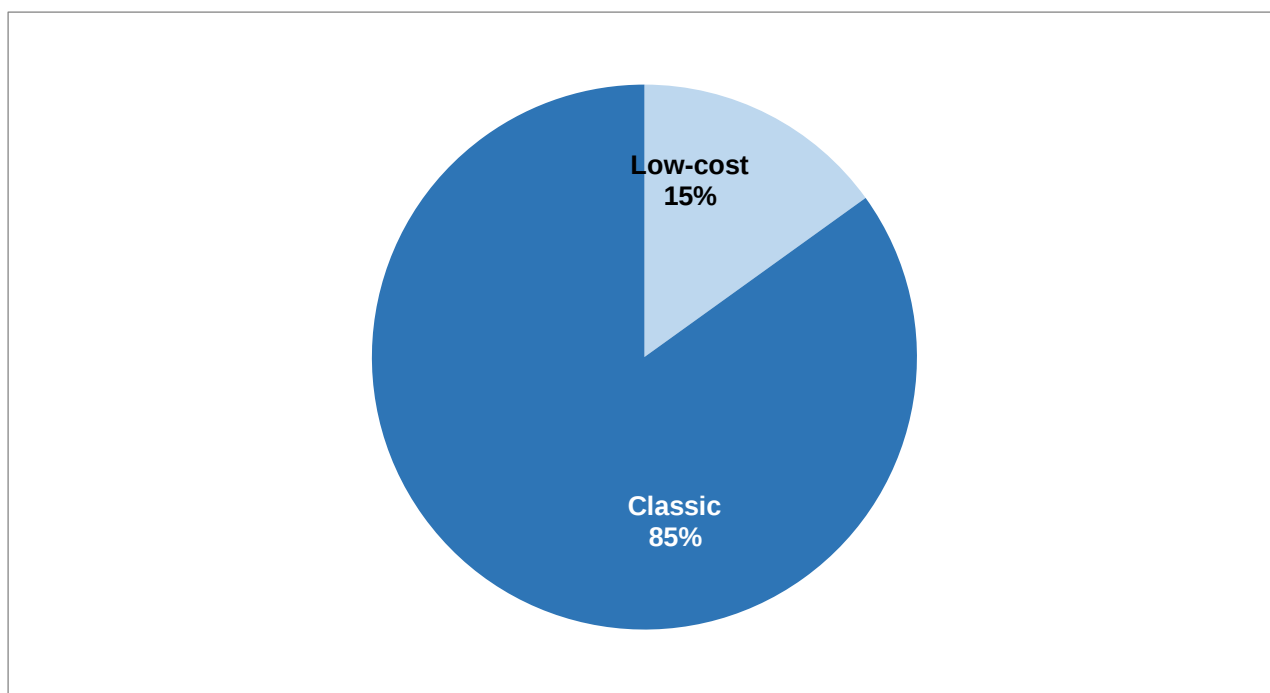
RWY 16/34	3151 ACFT
RWY 17/35	3439 ACFT

2.1.6 Types of flights



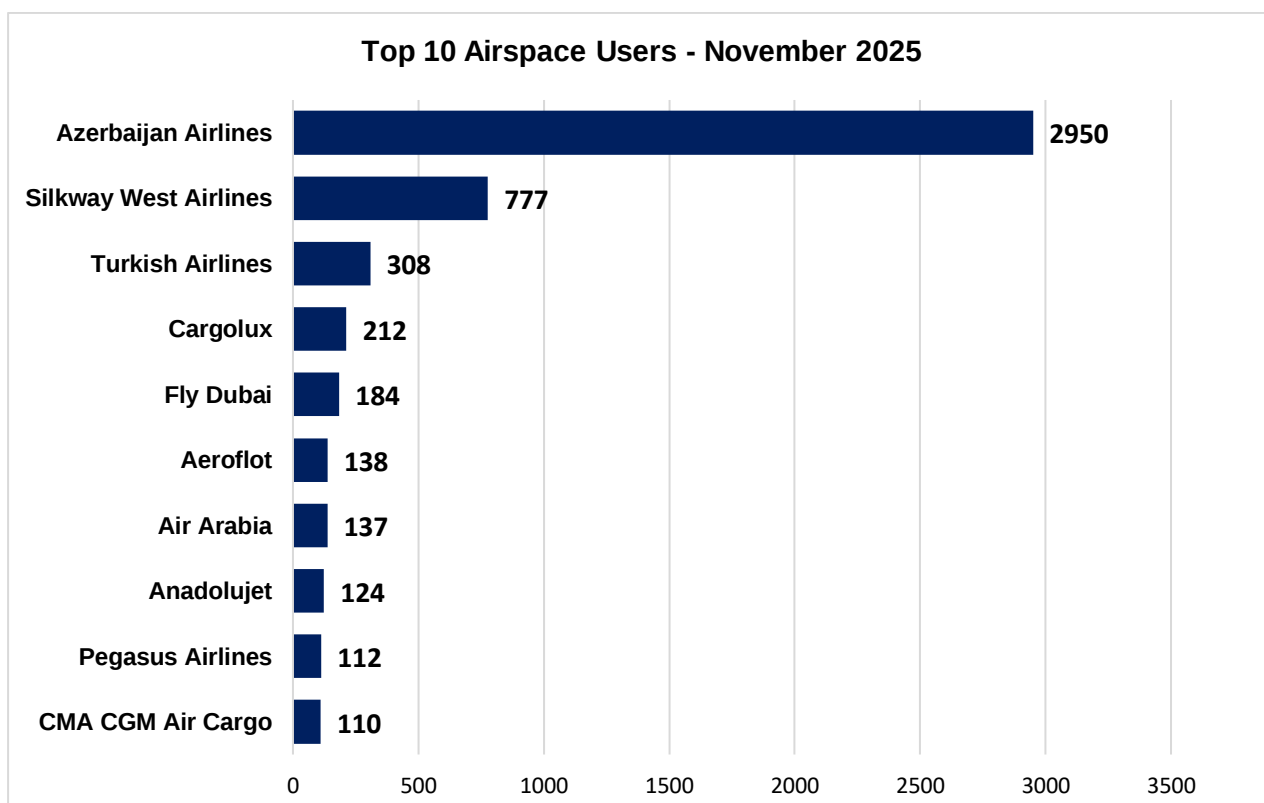
2.1.7 Passenger flights (Budget/low-cost vs classic)

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

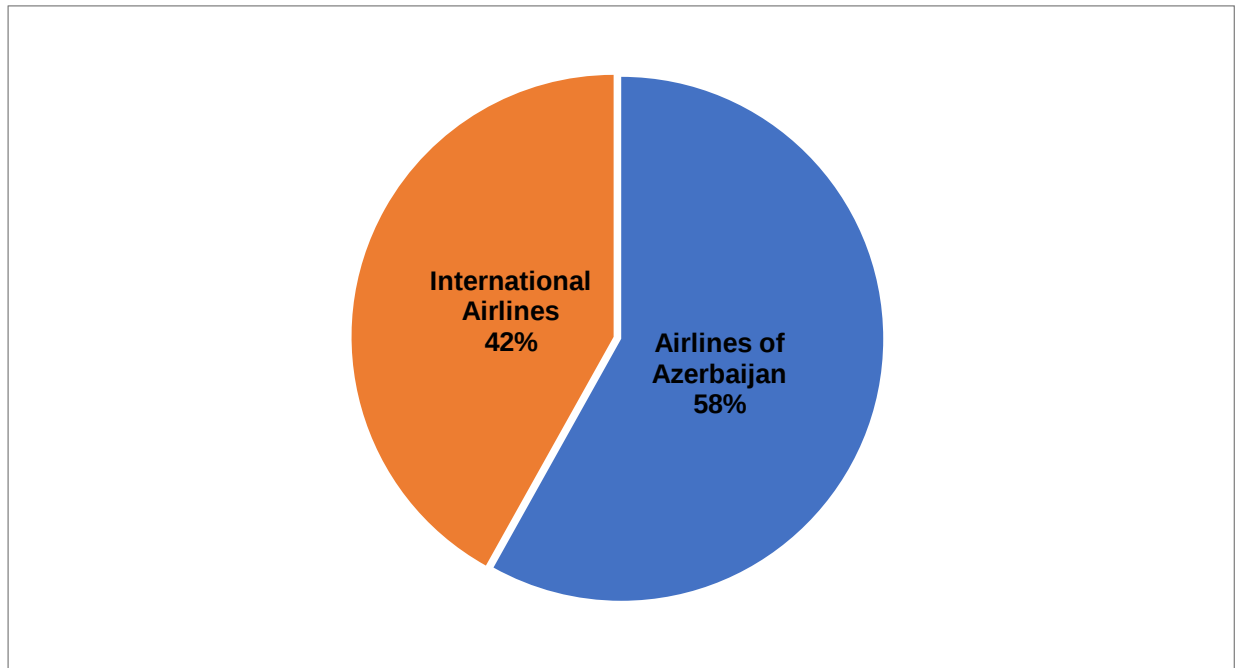


2.1.8 Aircraft Operators – Top 10 Airspace Users

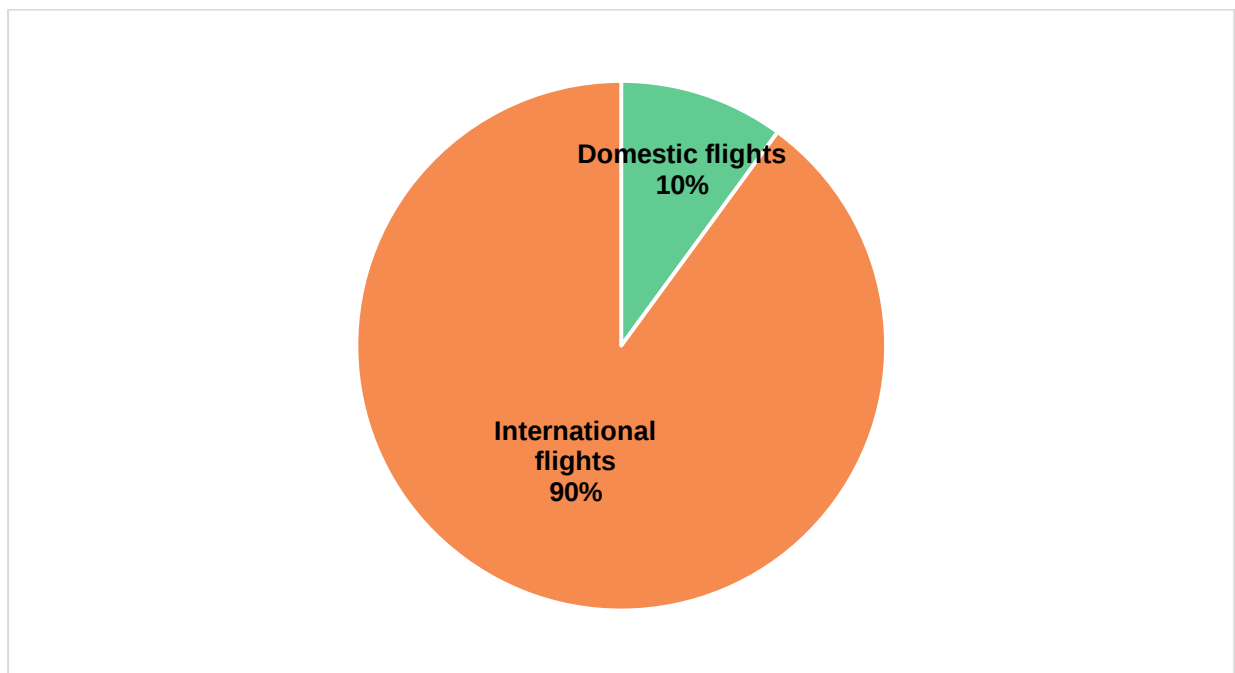
Note: This chart shows the number of flights in **November 2025**.



2.1.9 Aircraft Operators – Airlines of Azerbaijan vs international airlines.

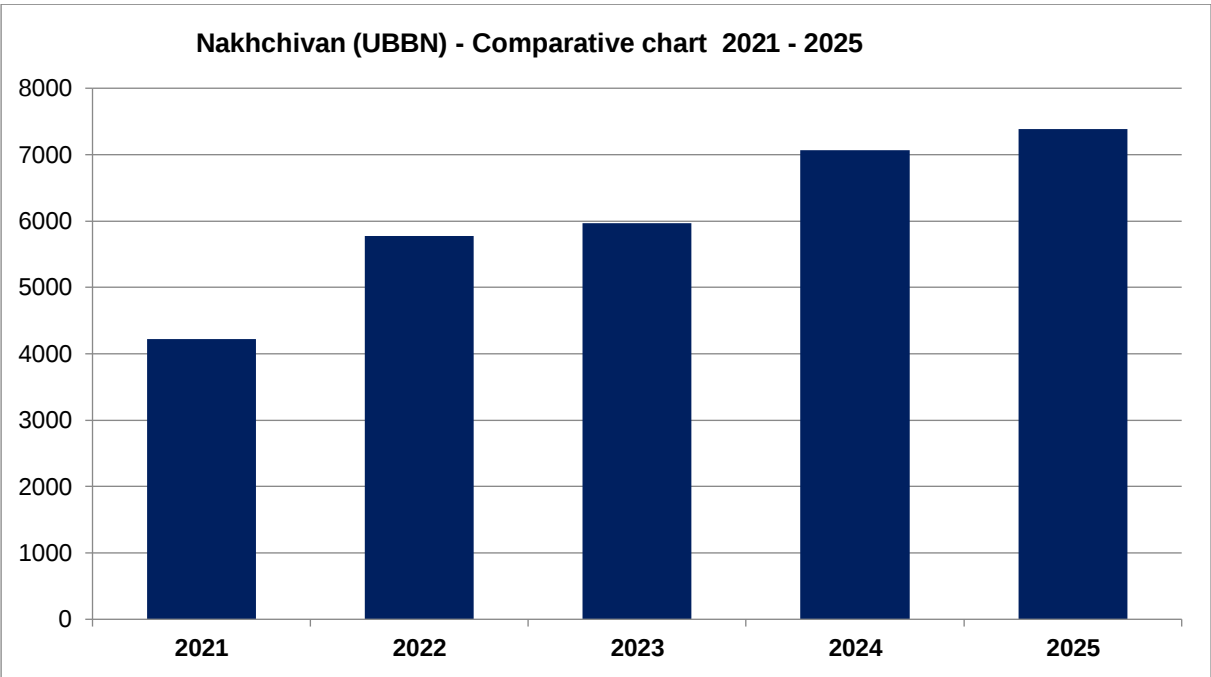
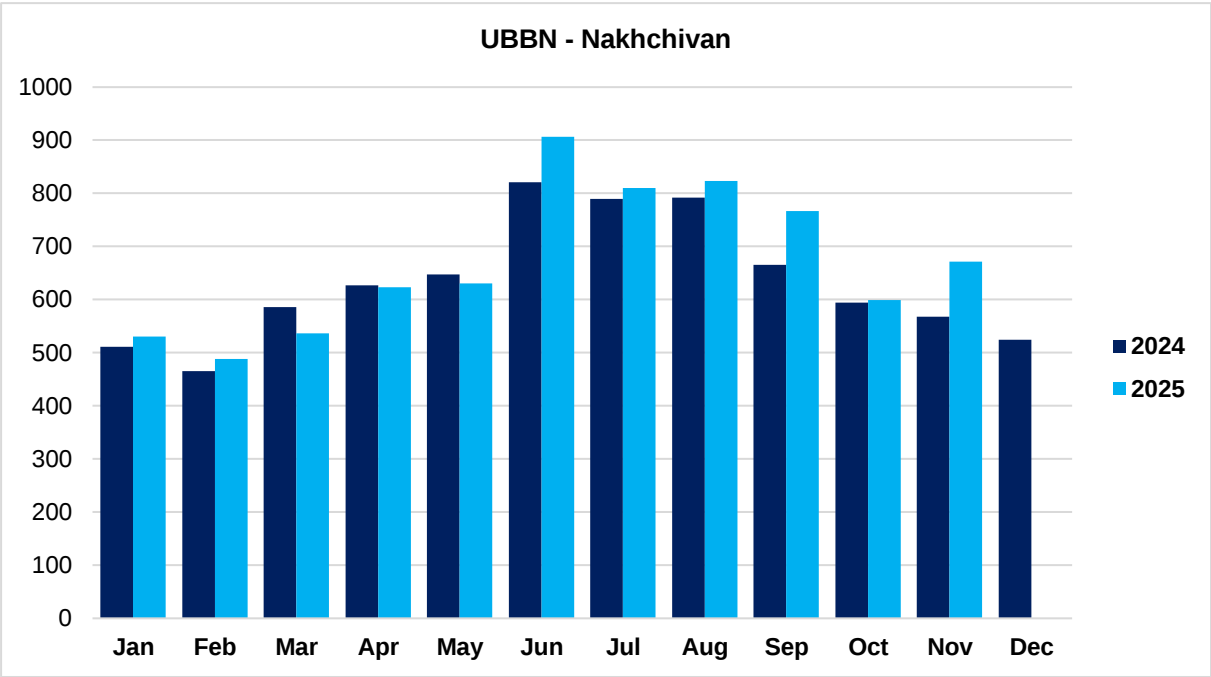


2.1.10 Traffic segments – Domestic vs International



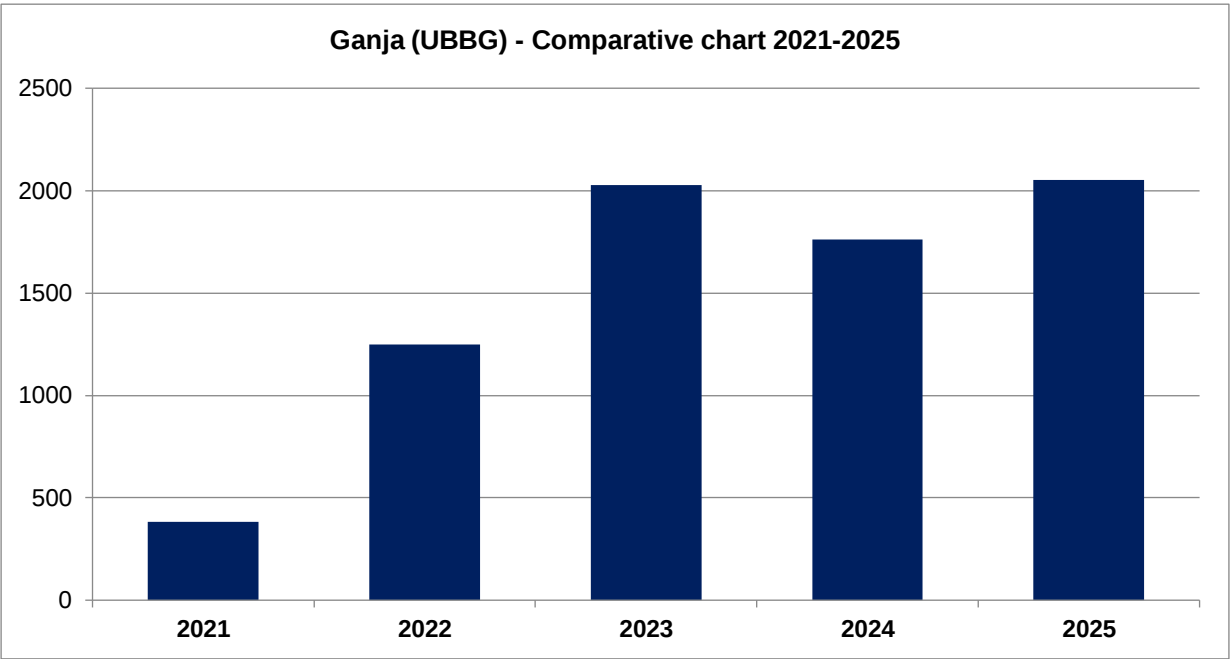
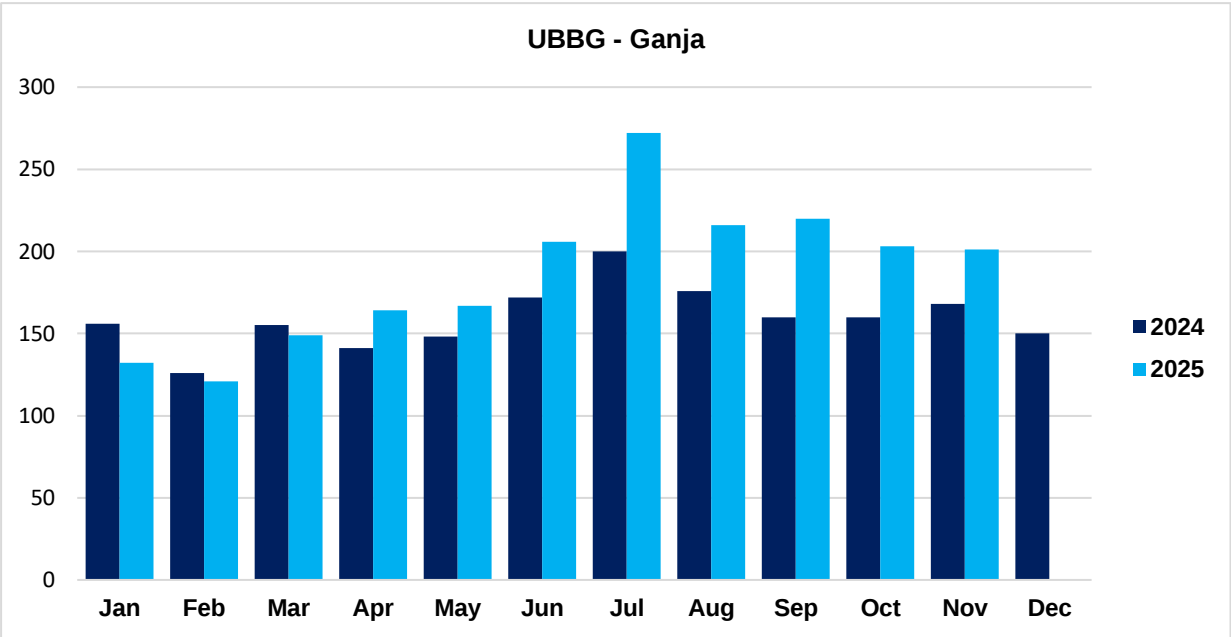
2.2 Nakhchivan International airport.

Total number of movements at Nakhchivan International airport recorded in November is **672 ACFT**. Average number of movements per day is **22 ACFT**
Comparison with **November 2024 – +18,3%**.



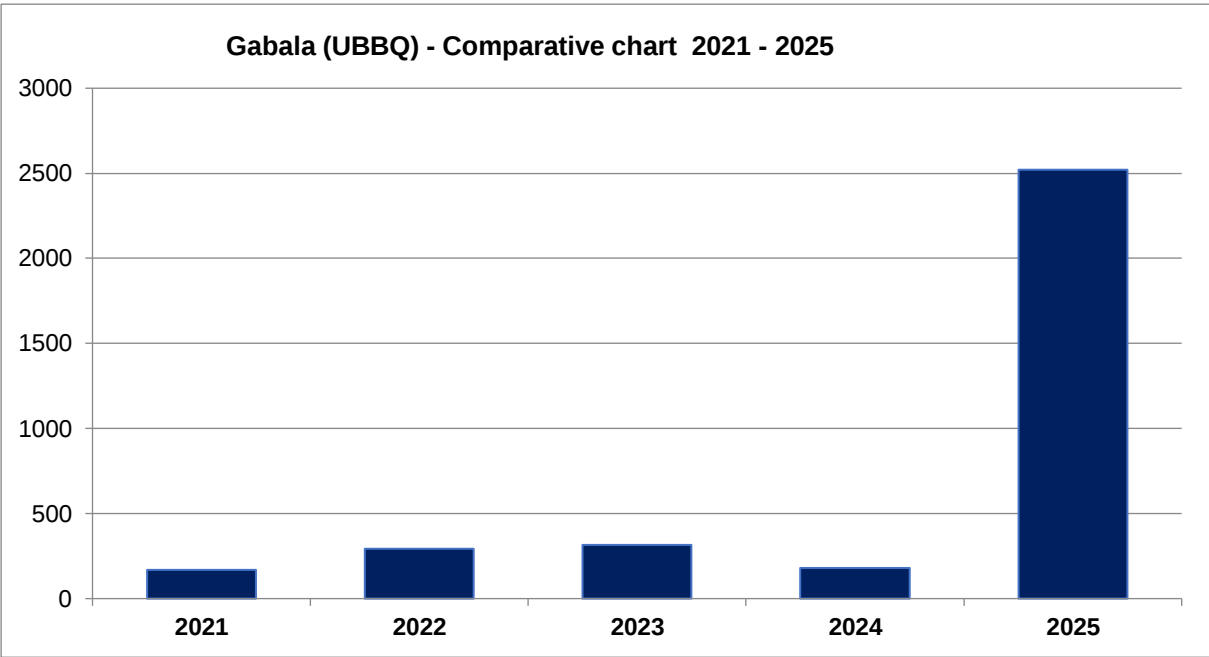
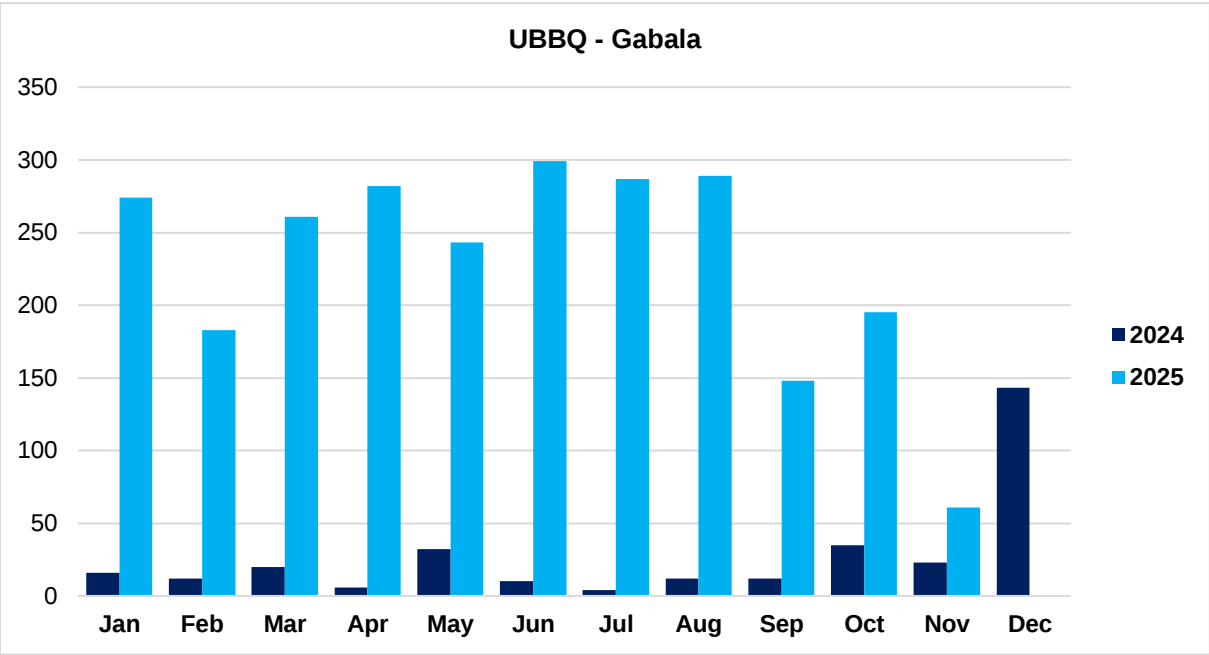
2.3 Ganja International airport.

Total number of movements at Ganja International airport recorded in November is **201 ACFT**. Average number of movements per day is **7 ACFT**. Comparison with **November 2024 – +19,6%**.



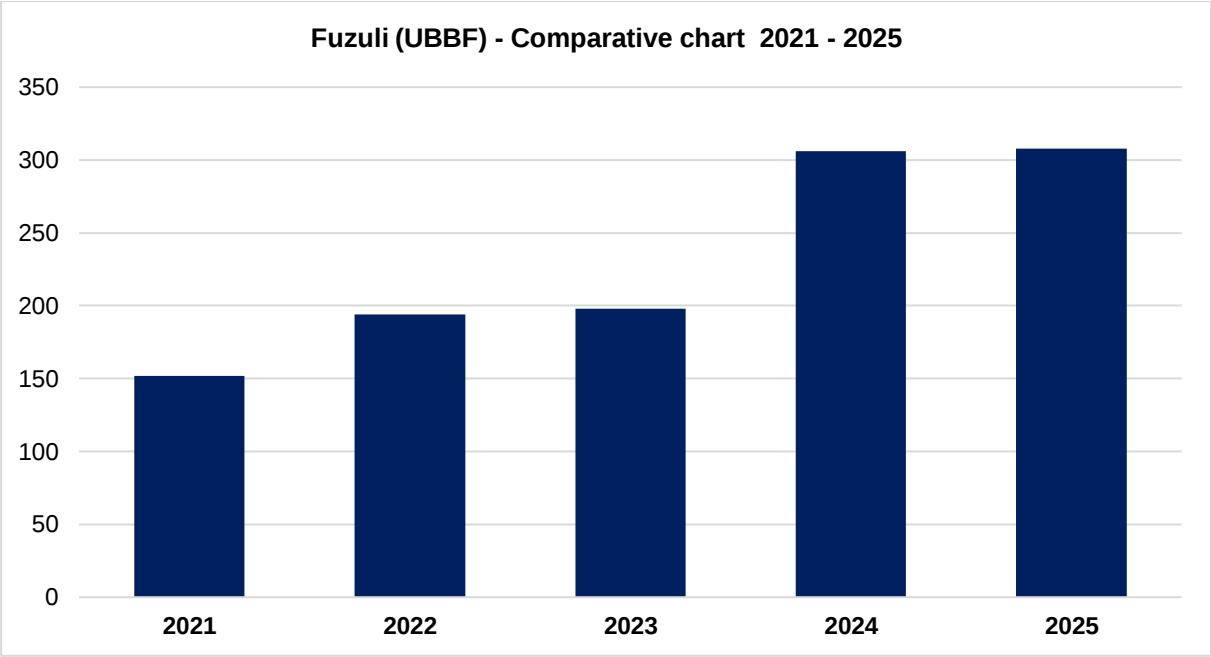
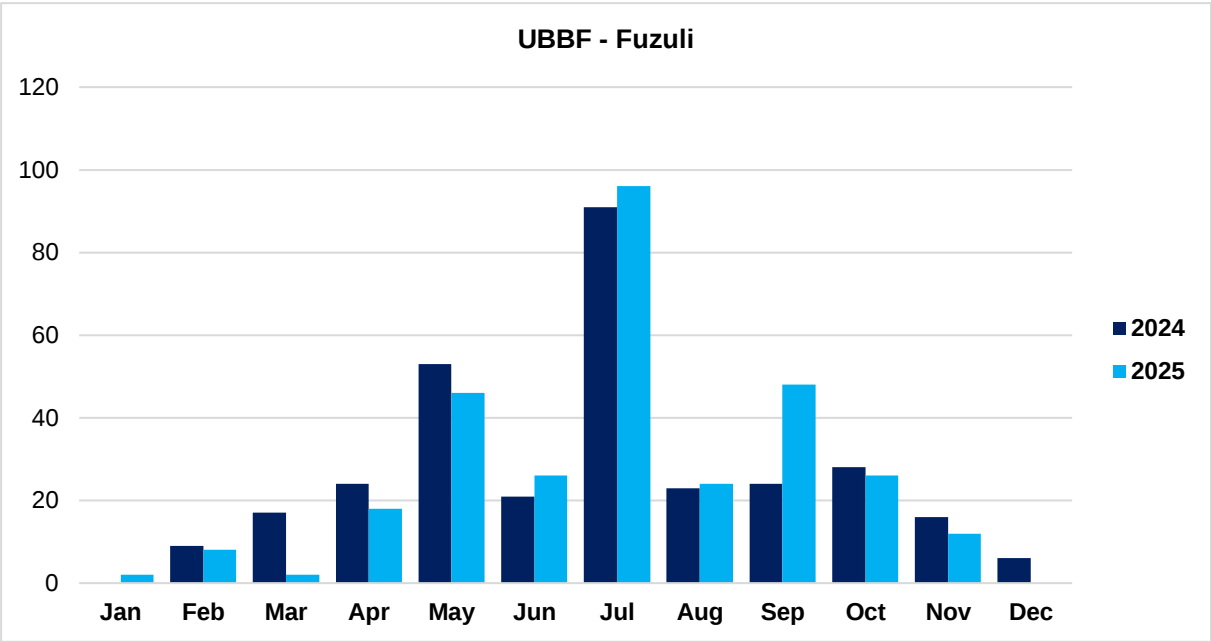
2.4 Gabala International airport.

Total number of movements at Gabala International airport recorded in November is **61 ACFT**. Average number of movements per day is **2 ACFT**. Comparison with **November 2024 – +165%**



2.5 Fuzuli International airport.

Total number of movements at Fuzuli International airport recorded in November is **12 ACFT**. Average number of movements per day is **0,4 ACFT**
Comparison with **November 2024 – -25 %**



2.6 Lenkoran International airport.

No movements were recorded

2.7 Zagatala International airport.

No movements were recorded

2.8 Zangilan International airport.

Total number of movements at Zangilan International airport recorded in November is **2 ACFT**.

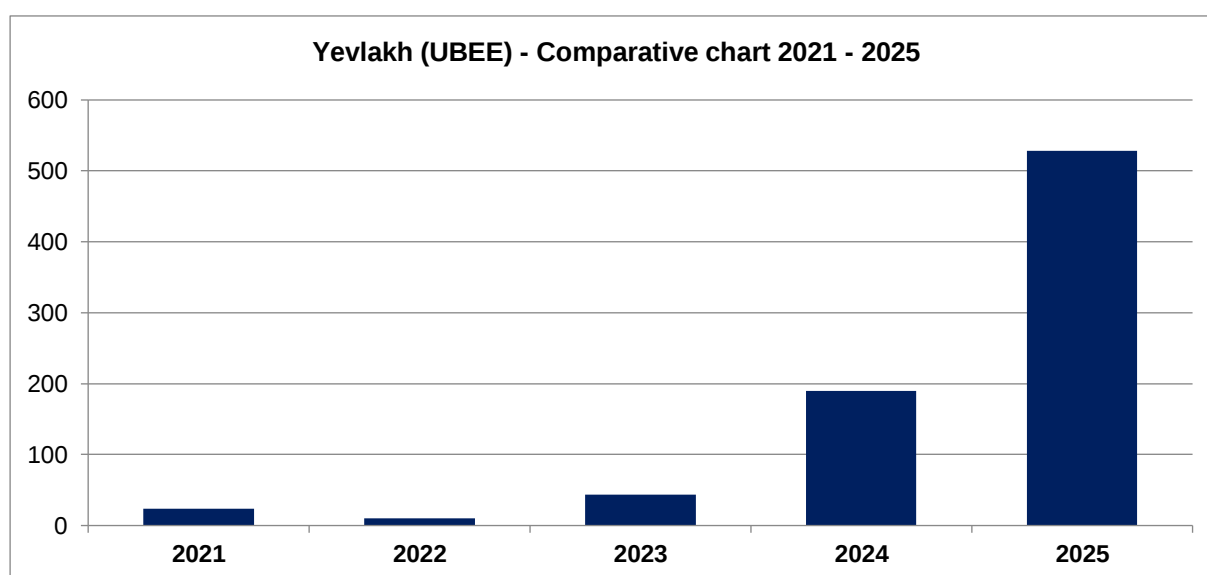
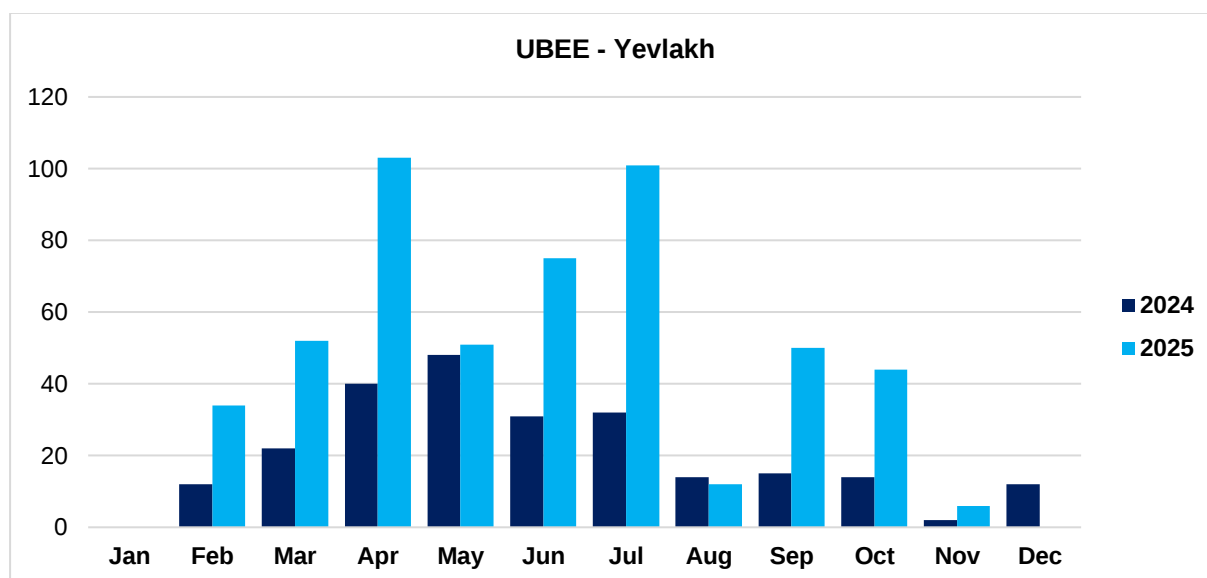
2.9 Lachin International airport.

Total number of movements at Lachin International airport recorded in November is **2 ACFT**.

2.10 Yevlakh airport.

Total number of movements at Yevlakh International airport recorded in November is **6 ACFT**. Average number of movements per day is **0,2 ACFT**.

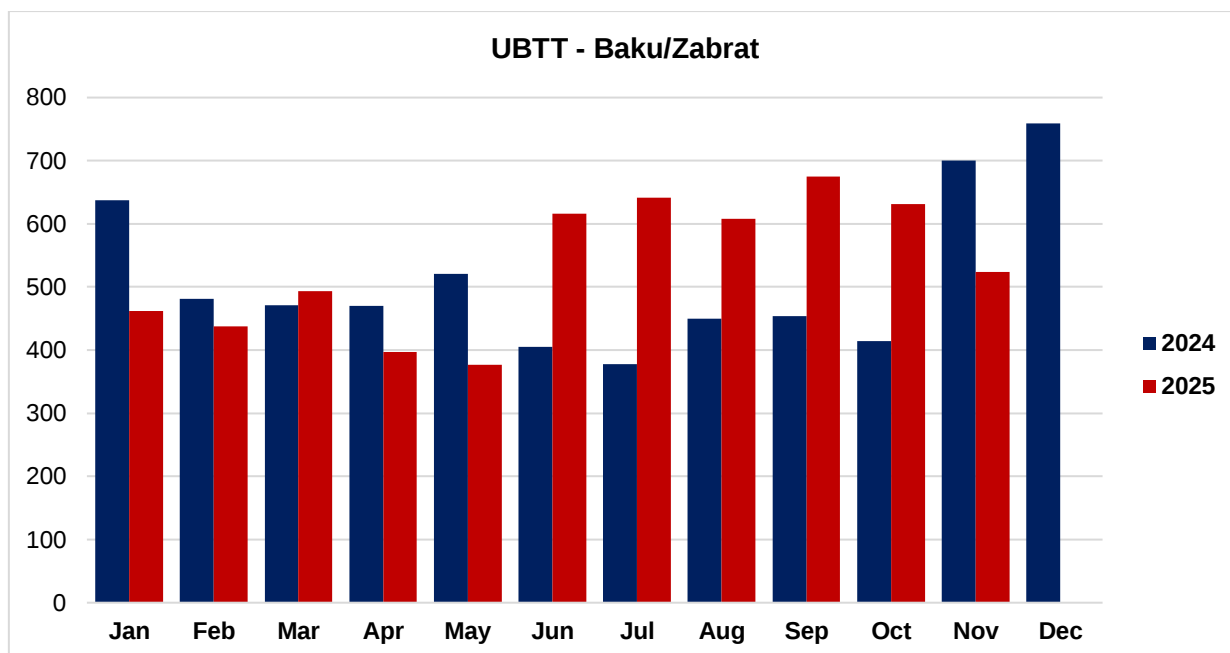
Comparison with **November 2024** – **+200 %**



3. VFR Movements Statistics data.

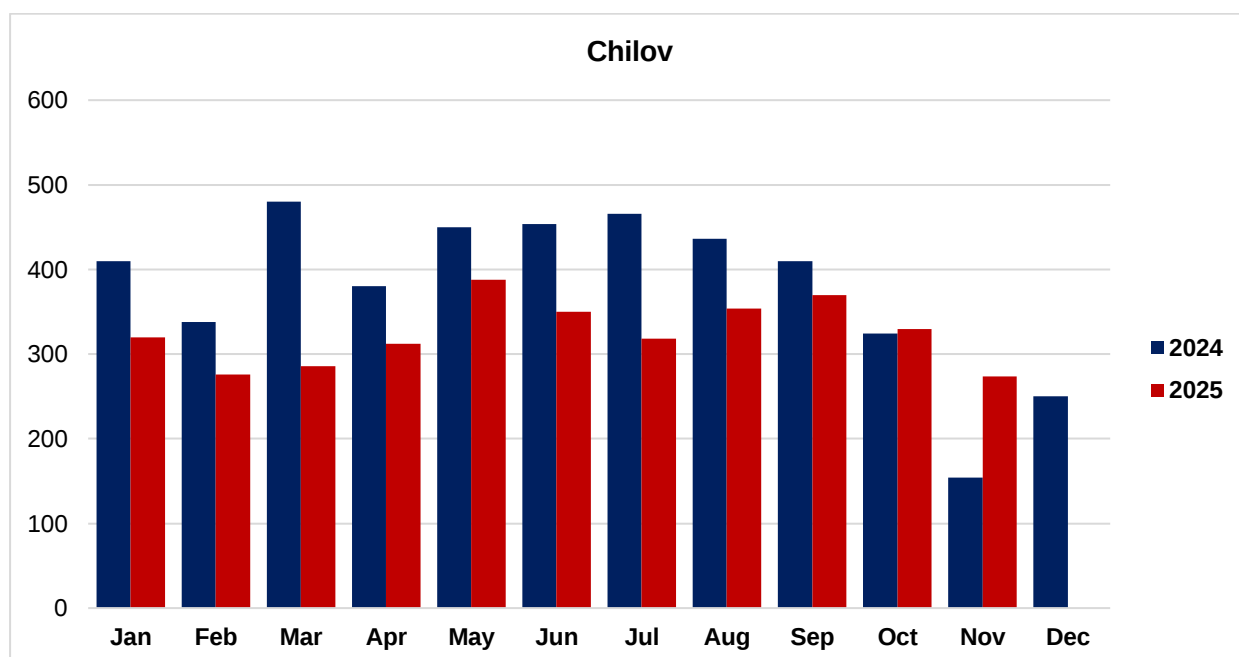
3.1 Baku/Zabrat airport.

Total number of VFR movements at Baku/Zabrat airport recorded in November is **524** ACFT. Average number of movements per day is **17** ACFT. Comparison with **November 2024 – -25,14%**.



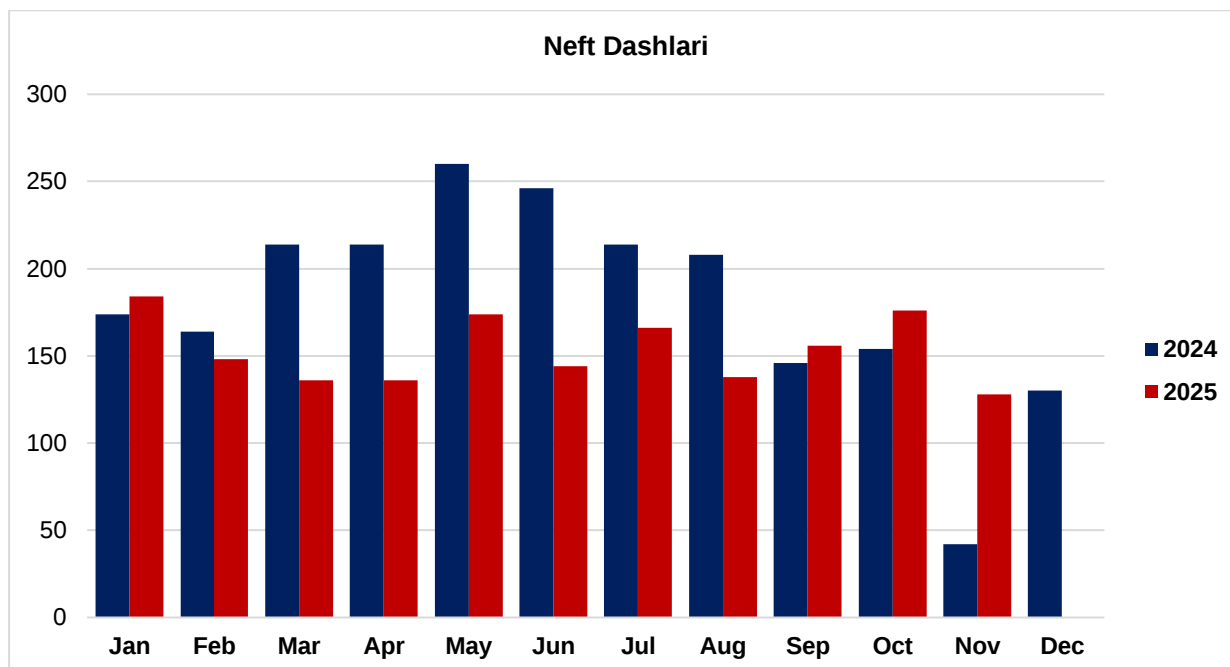
3.2 Chilov heliport.

Total number of VFR movements at Chilov heliport recorded in November is **274** ACFT. Average number of movements per day is **9** ACFT. Comparison with **November 2024 – +77,9 %**.



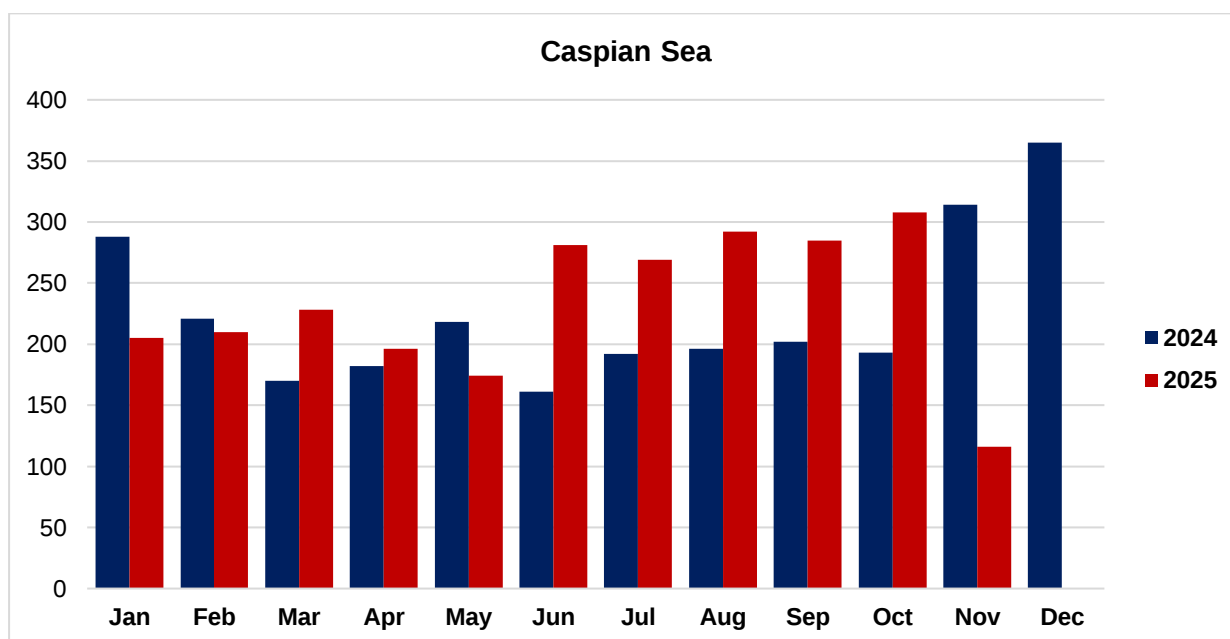
3.3 Neft Dashlari heliport.

Total number of VFR movements at Neft Dashlari heliport recorded in November is **128** ACFT. Average number of movements per day is **4** ACFT
Comparison with **November 2024 – +204,7%.**



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

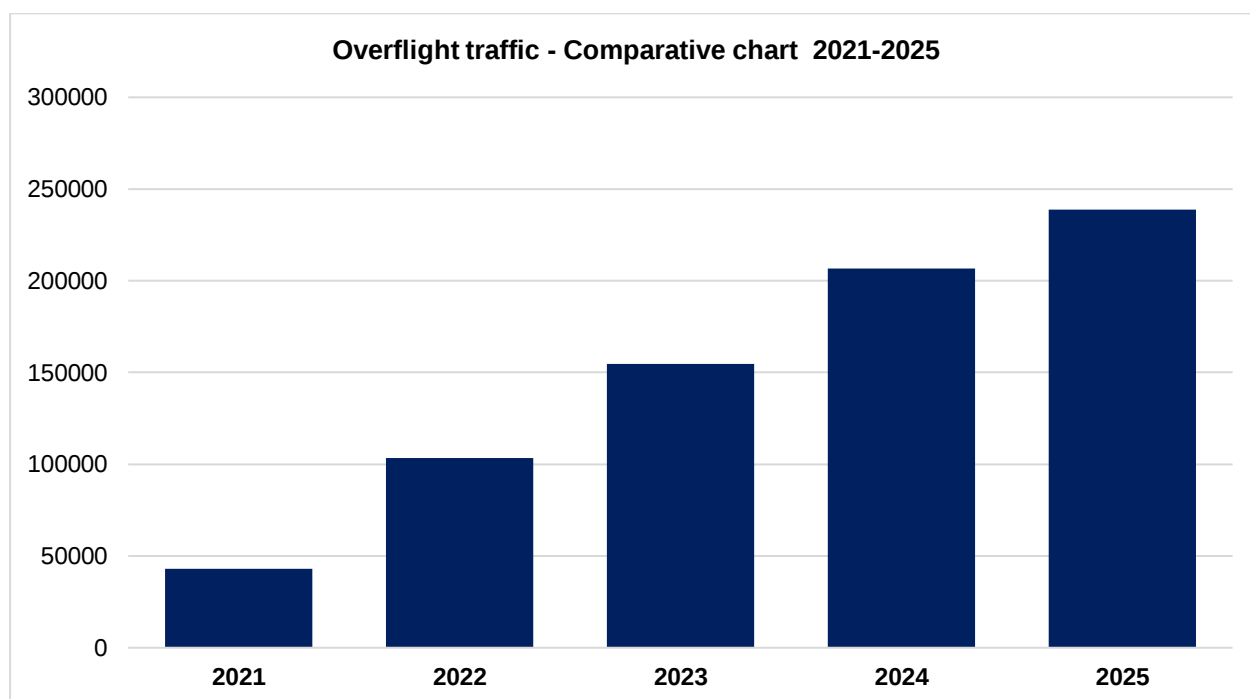
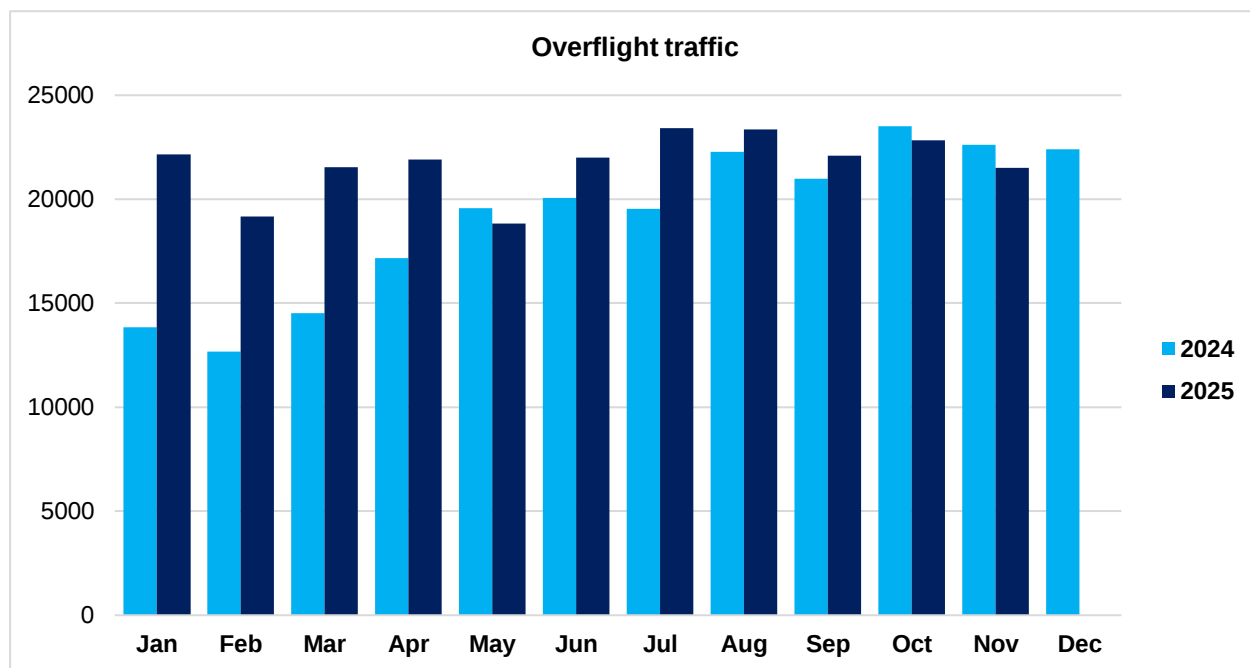
Total number of VFR movements at helipads on the ships and offshore drilling rigs in the Caspian Sea recorded in November is **116** ACFT. Average number of movements per day is **4** ACFT .
Comparison with **November 2024 –63,05%.**



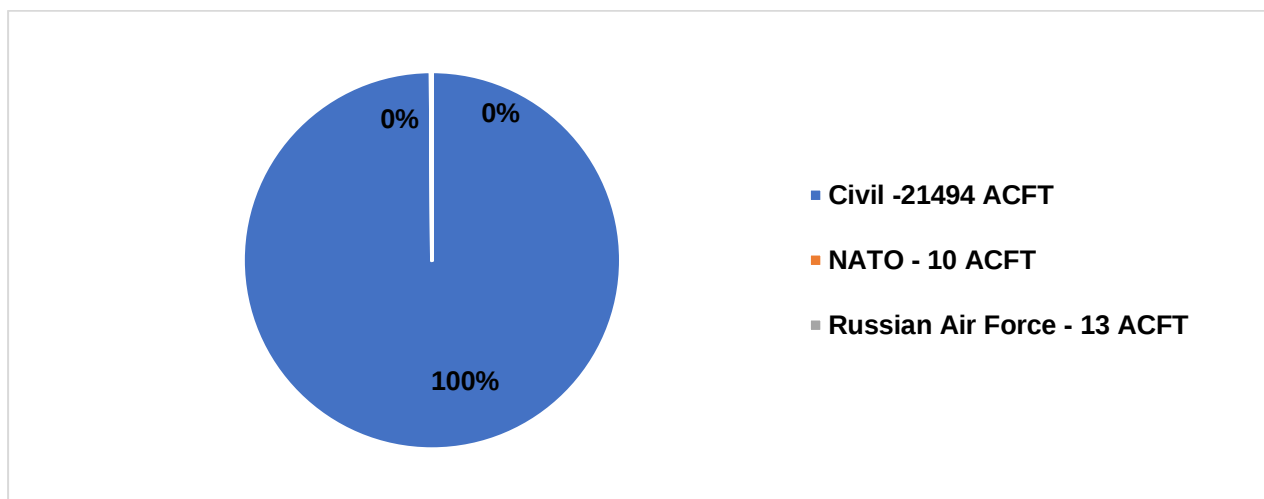
4.Overflight Air Traffic Statistics Data.

4.1 General Air Traffic Statistics Data

The number of overflights via Baku FIR recorded in November is **21 517 ACFT**. Average number of overflights per day is **717 ACFT** (Peak day, November 04, 2025 –**764 ACFT**; low day, November 13, 2025 – **679 ACFT**).
Comparison with **November 2024** – **-4,8%**.

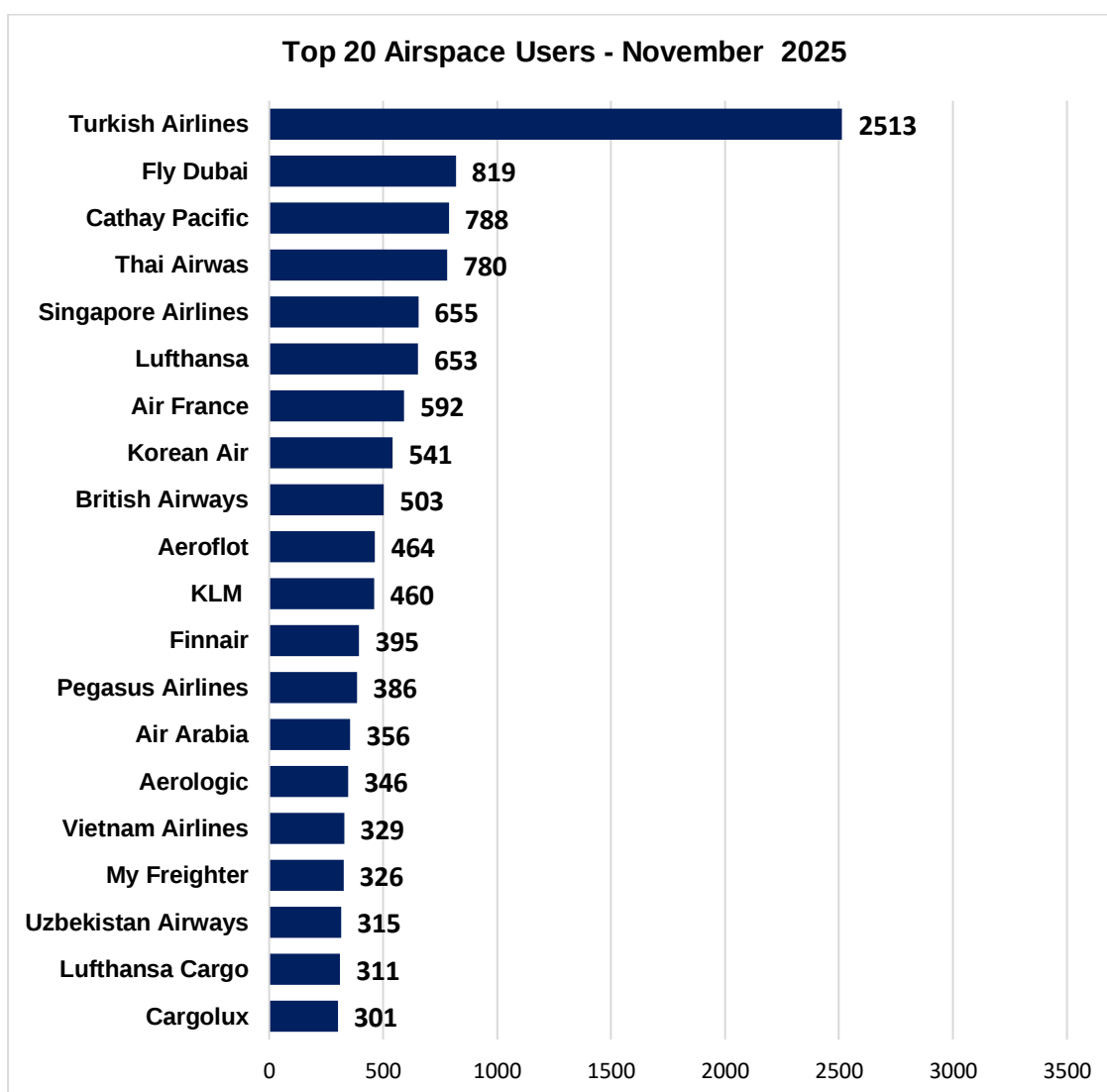


4.2 Traffic segments.



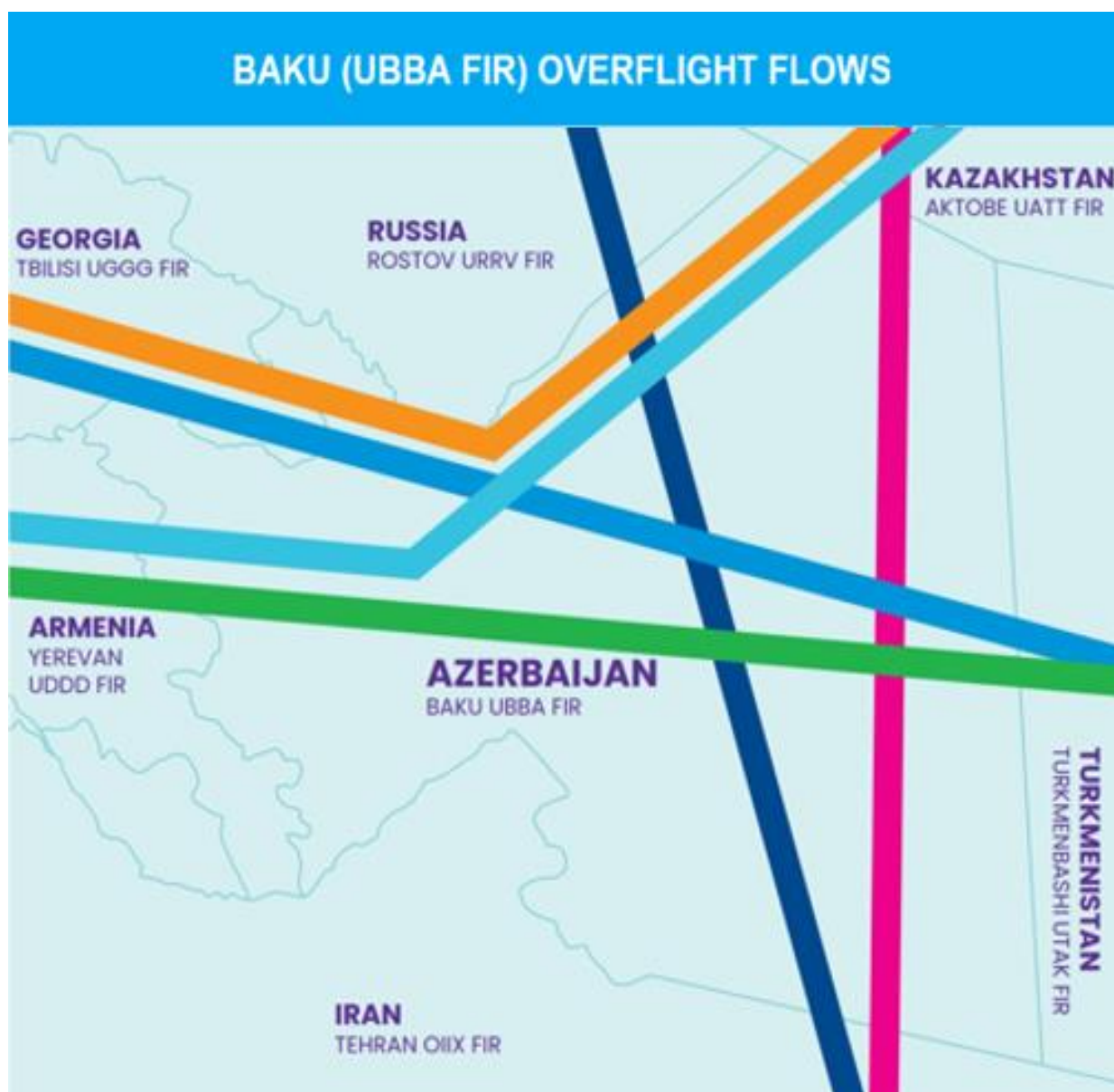
4.3 Aircraft Operators-Top 20 Airspace Users

Note: This chart shows the number of flights in **November 2025**



4.4 Air traffic flows – main overflight flows.

GEORGIA-TURKMENISTAN and v.v	38% (8134 ACFT)
GEORGIA-KAZAKHSTAN and v.v	18% (3975 ACFT)
IRAN-RUSSIA and v.v	6% (1268 ACFT)
IRAN-KAZAKHSTAN and v.v	9% (1937 ACFT)
ARMENIA-TURKMENISTAN and v.v	23% (4884 ACFT)
KAZAKHSTAN-ARMENIA and v.v	3% (746 ACFT)
OTHER DIRECTIONS	3% (573 ACFT)
TOTAL	21 517 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.

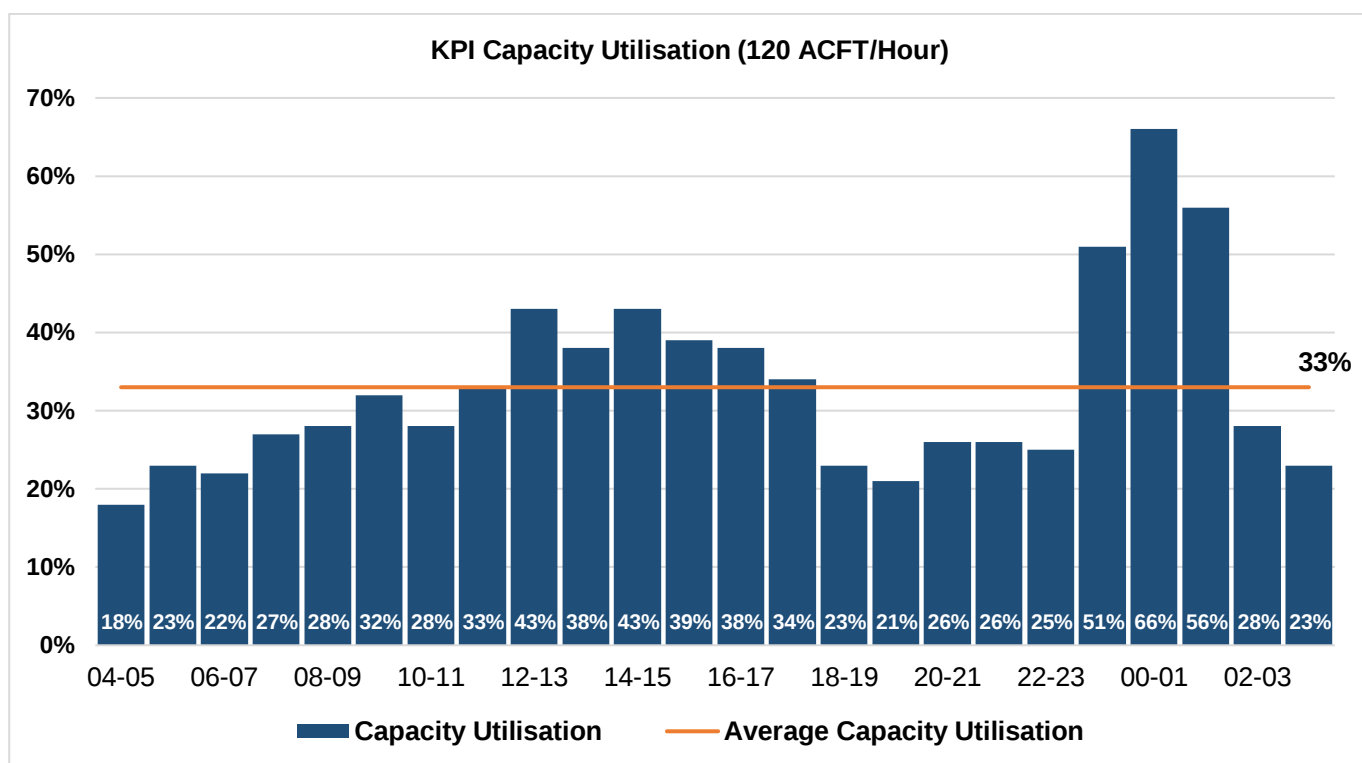
5.1 KPI–Capacity Utilization.

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	33	33	33	29	34	35	35	34	34	33	

Capacity Utilization **November 2025** **33%**



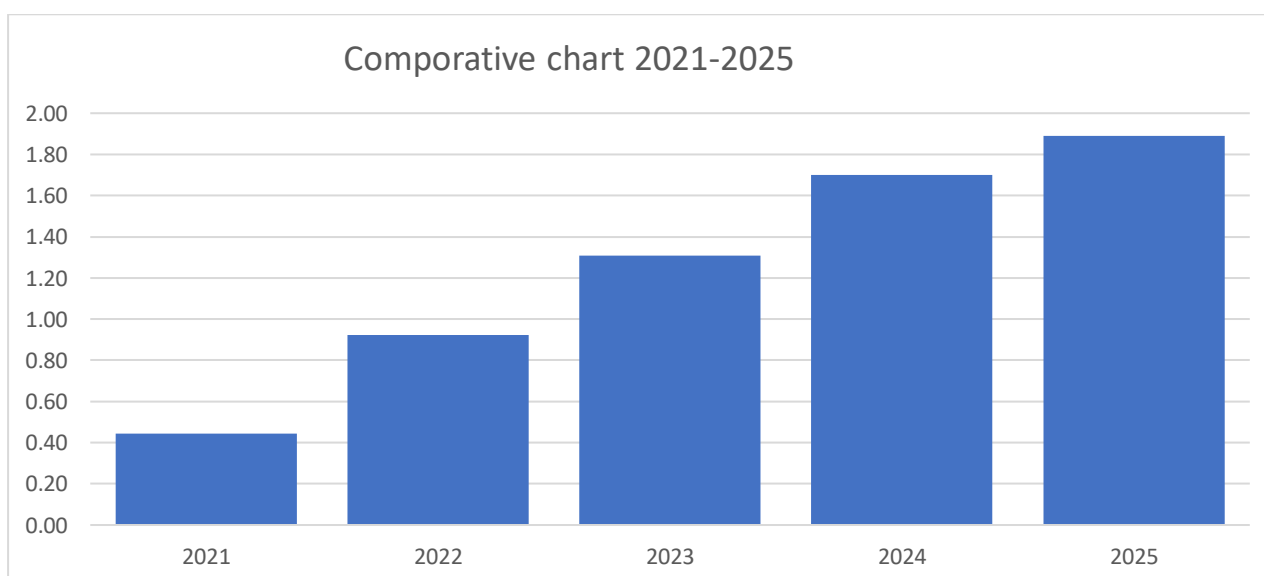
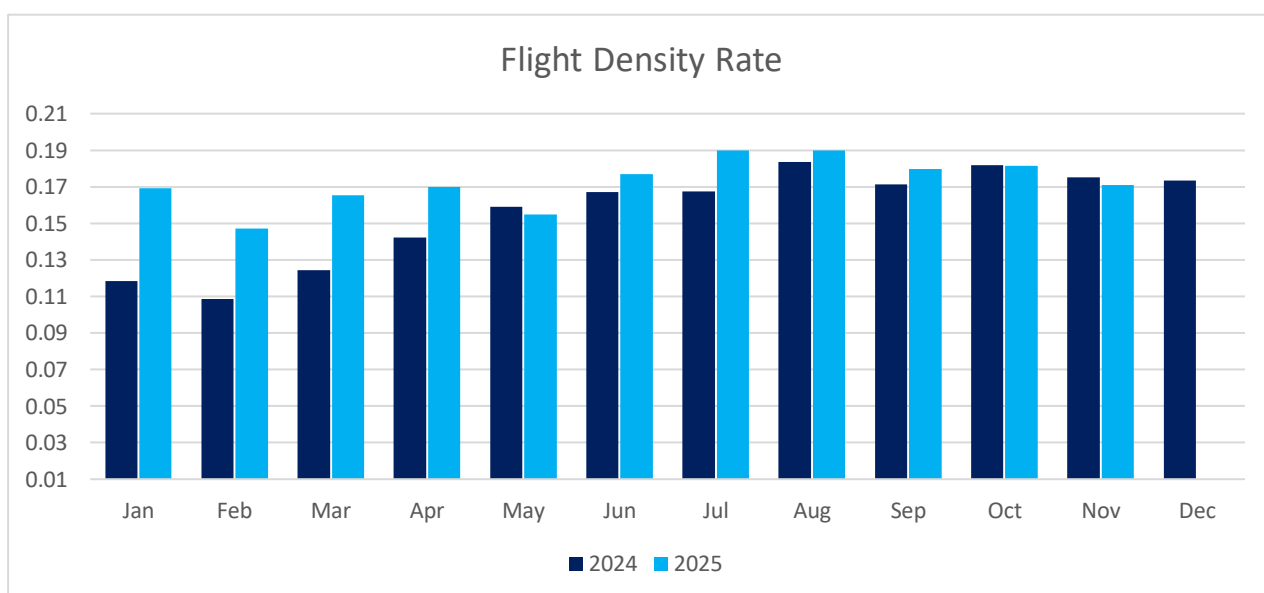
5.2 KPI-Analysis of Flight Density Rate

Flight density refers to the number of flights operating within a defined airspace area, such as a Flight Information Region (FIR). It provides an indication of how intensively the airspace is being used over a specific period.

KPI – Flight Density is the calculation of average number of aircraft per square kilometer (ACFT/km²) within a given FIR. It is calculated by dividing the total number of aircraft operating within the FIR by the surface area of the FIR in square kilometers. The KPI unit is ACFT/km².

All the traffic data of Baku FIR (including overflights and aerodrome movements) is used for the calculation of flight density.

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2024	0,12	0,11	0,12	0,14	0,16	0,17	0,17	0,18	0,17	0,18	0,18	0,17
2025	0,17	0,15	0,17	0,17	0,15	0,18	0,19	0,19	0,18	0,18	0,17	



5.3. KPI – Total Distance flown.

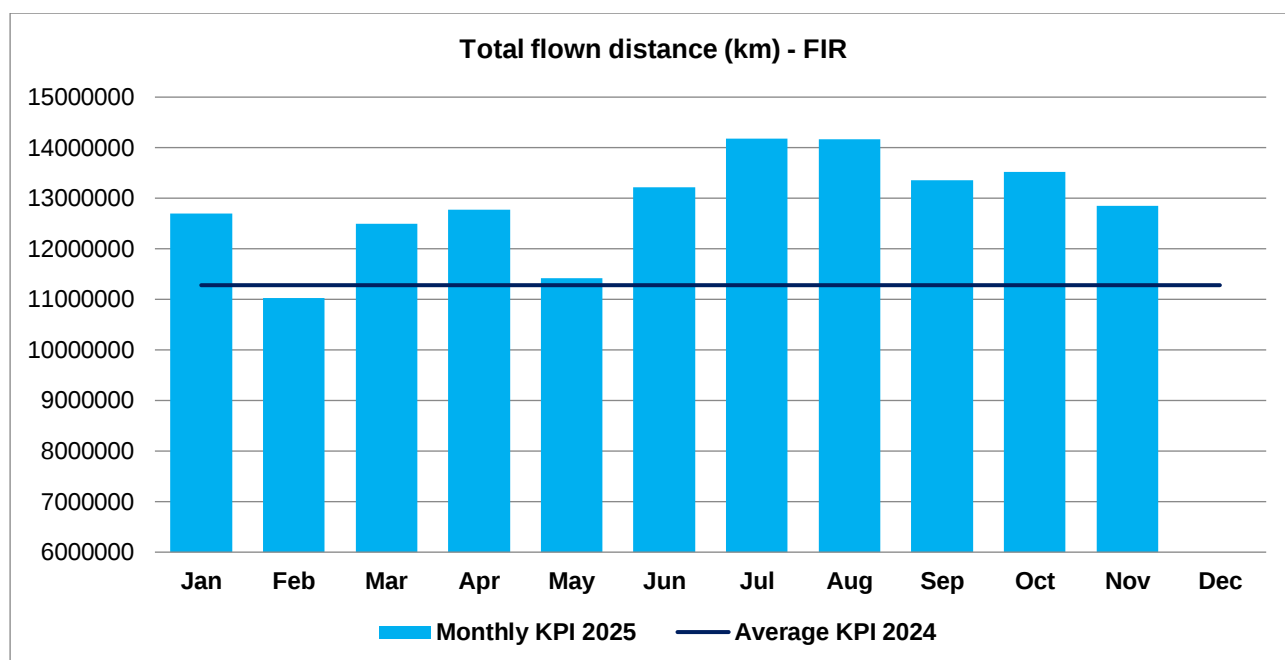
KPI-Flown distance is a total flown distance. KPI is km.

5.3.1.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	11024454	12489047	12773111	11415346	13221213

	Jul	Aug	Sep	Oct	Nov	Dec
2024	11969039	13331489	12479517	13377993	12919519	12792060
2025	14181813	14164772	13353776	13522812	12850450	

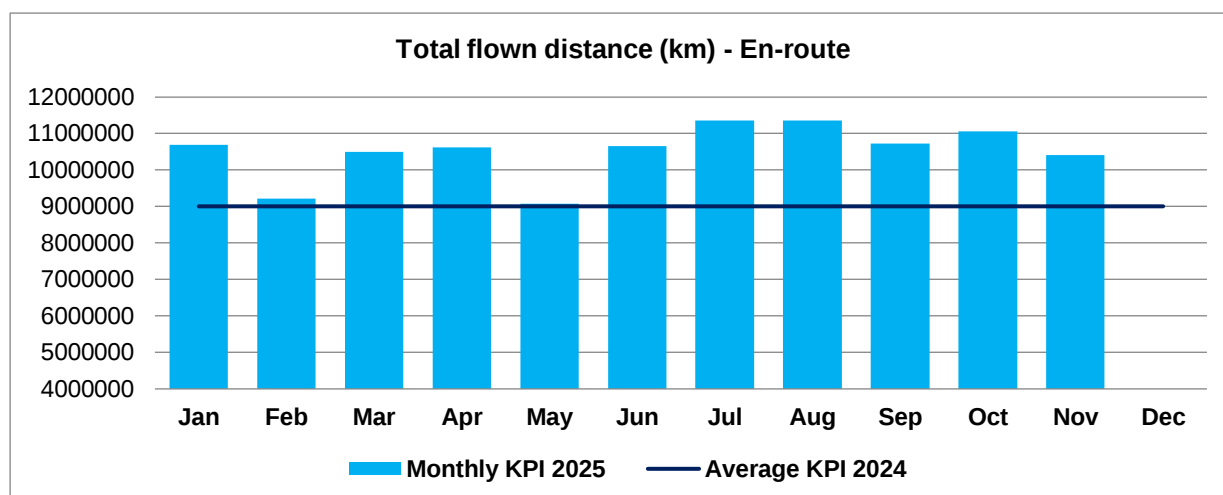


5.3.2 KPI – Total Distance flown - En-route traffic.

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	9224010	10493941	10627228	9079039	10664225

	Jul	Aug	Sep	Oct	Nov	Dec
2024	9197101	10529689	9948179	11144662	10735937	10639453
2025	11358348	11352040	10731375	11062763	10408275	

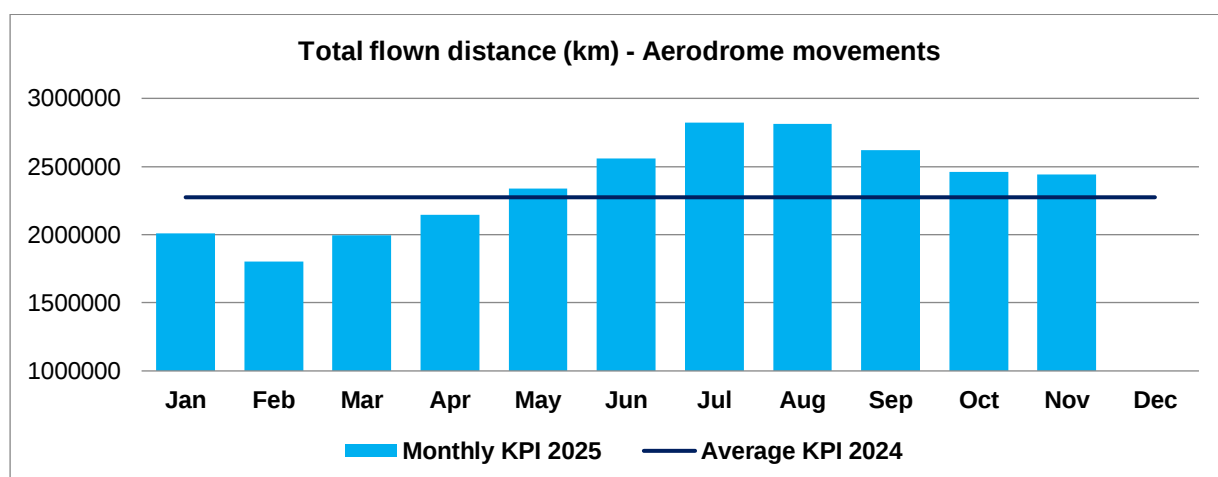


5.3.3 KPI – Total Distance flown - Aerodrome movements.

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	1800444	1995106	2145883	2336307	2556988

	Jul	Aug	Sep	Oct	Nov	Dec
2024	2771938	2801800	2531338	2233331	2183582	2152607
2025	2823465	2812732	2622401	2460049	2442175	



5.4 KPI-Average flown distance per ACFT

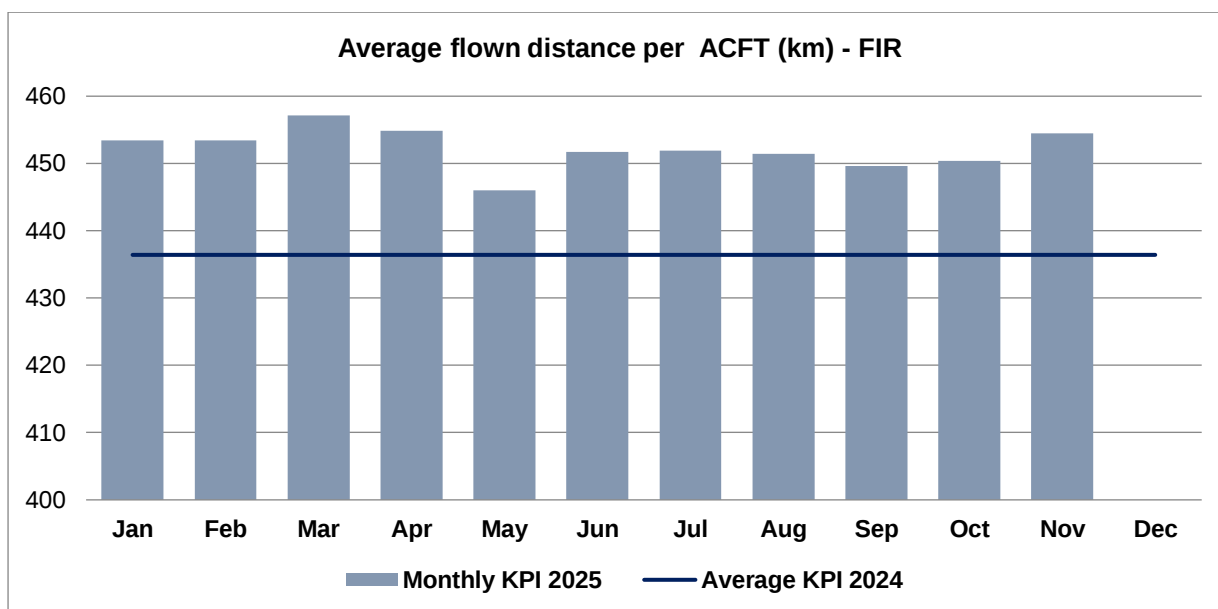
KPI- Average flown distance is calculation of average distance flown by ACFT by the following formula: the value of “total flown distance in kilometers” is divided by the value of “number of ACFT”. KPI is km/ACFT.

5.4.1 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	453	457	455	446	452	452	451	450	450	455	

KPI - Average flown distance (FIR) **November 2025 – 455 km/ACFT**

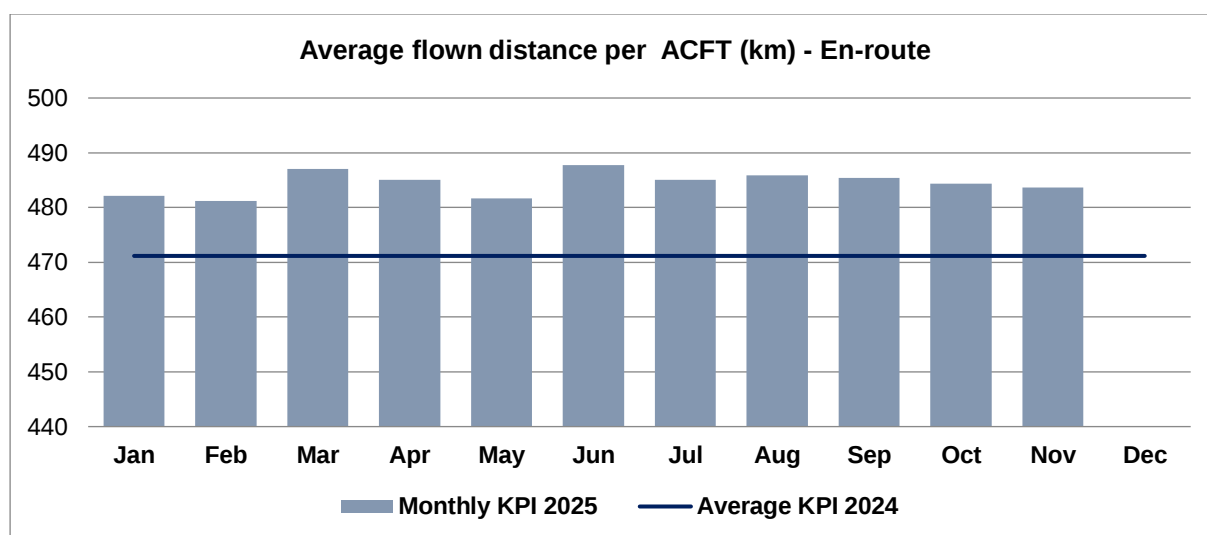


5.4.2 KPI - Average flown distance (ENR)

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	481	487	485	482	485	486	486	485	484	484	

KPI - Average flown distance (ENR) **November 2025 – 484 km/ACFT.**

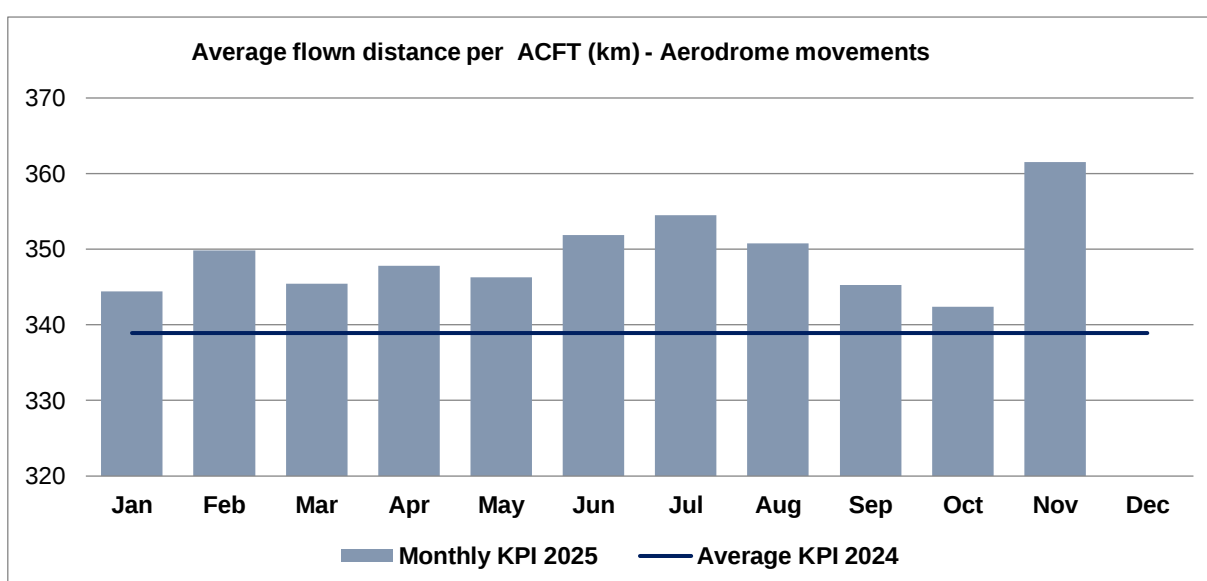


5.4.3. KPI- Average flown distance (AD)

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	350	345	348	346	352	355	351	345	342	362	

KPI - Average flown distance (AD) **November 2025 – 362 km/ACFT**



5.5 KPI –Total IFR/hours

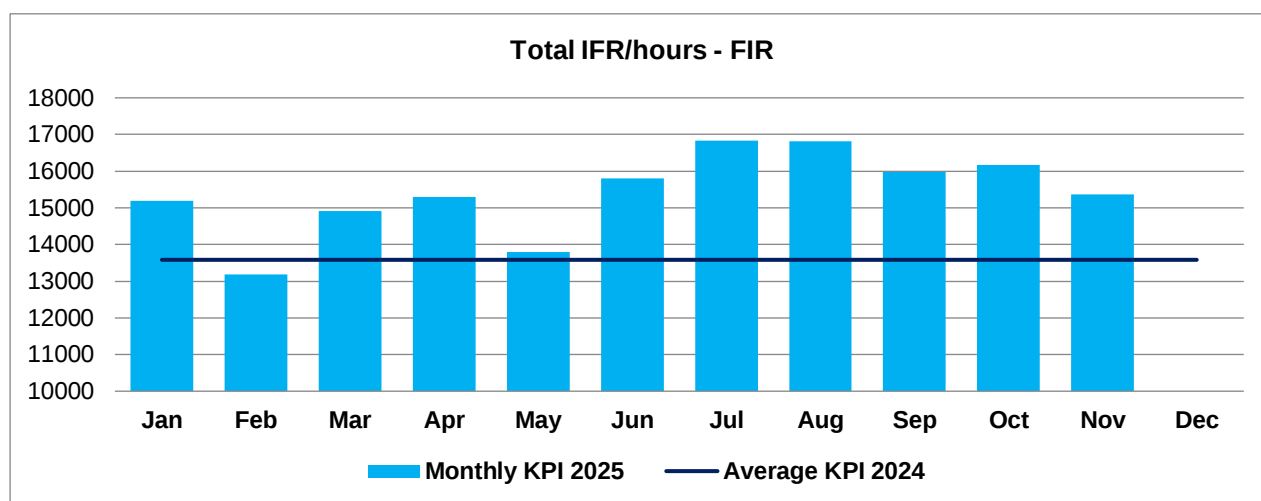
KPI- IFR/hours is a total flown IFR/hours. KPI is IFR/hours.

5.5.1 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	13178	14918	15290	13804	15807	16839	16819	15975	16170	15368	

KPI - Total IFR/hours (FIR) **November 2025 –15 368 IFR/hours**

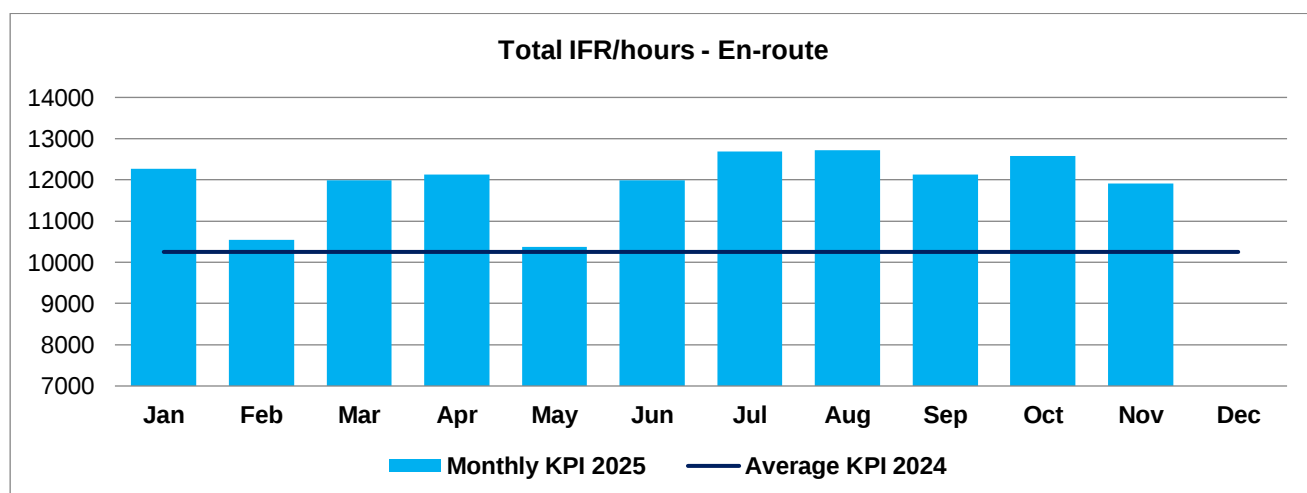


5.5.2 Total IFR/hours -Enroute

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	10542	11997	12123	10381	11995	12692	12719	12135	12586	11916	

KPI - Total IFR/hours (ENR) **November 2025 – 11 916 IFR/hours**

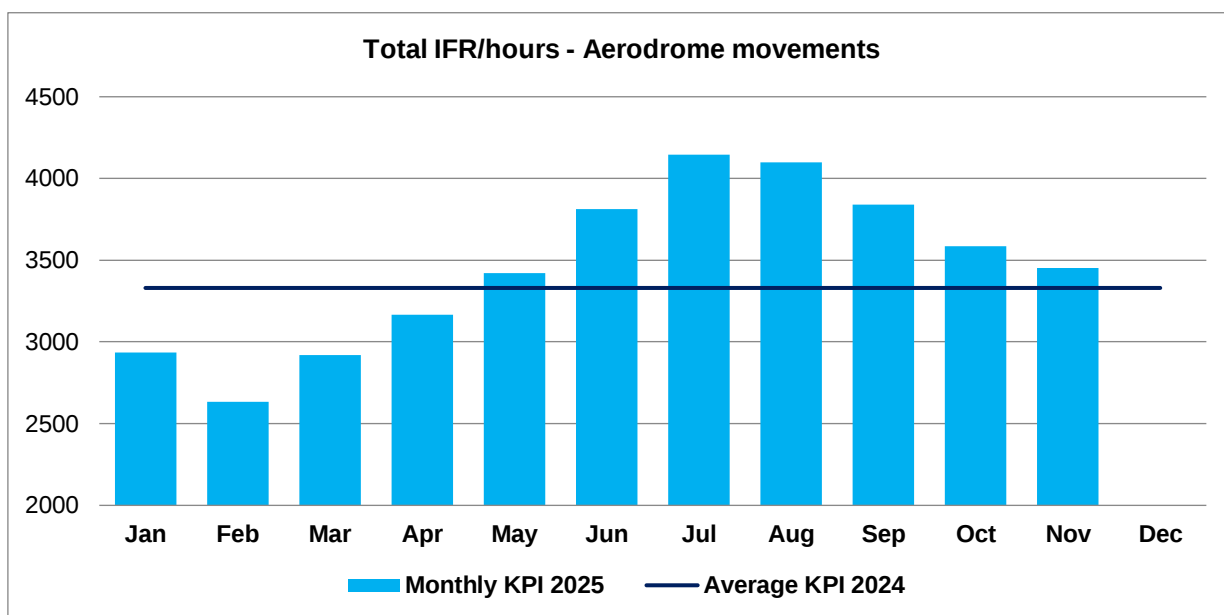


5.5.3 Total IFR/hours –Aerodrome movements

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	2636	2921	3167	3422	3812	4146	4100	3839	3585	3452	

KPI -Total IFR/hours (AD) **November 2025 – 3452 IFR/hours**



5.6 KPI – Average IFR/min per ACFT

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

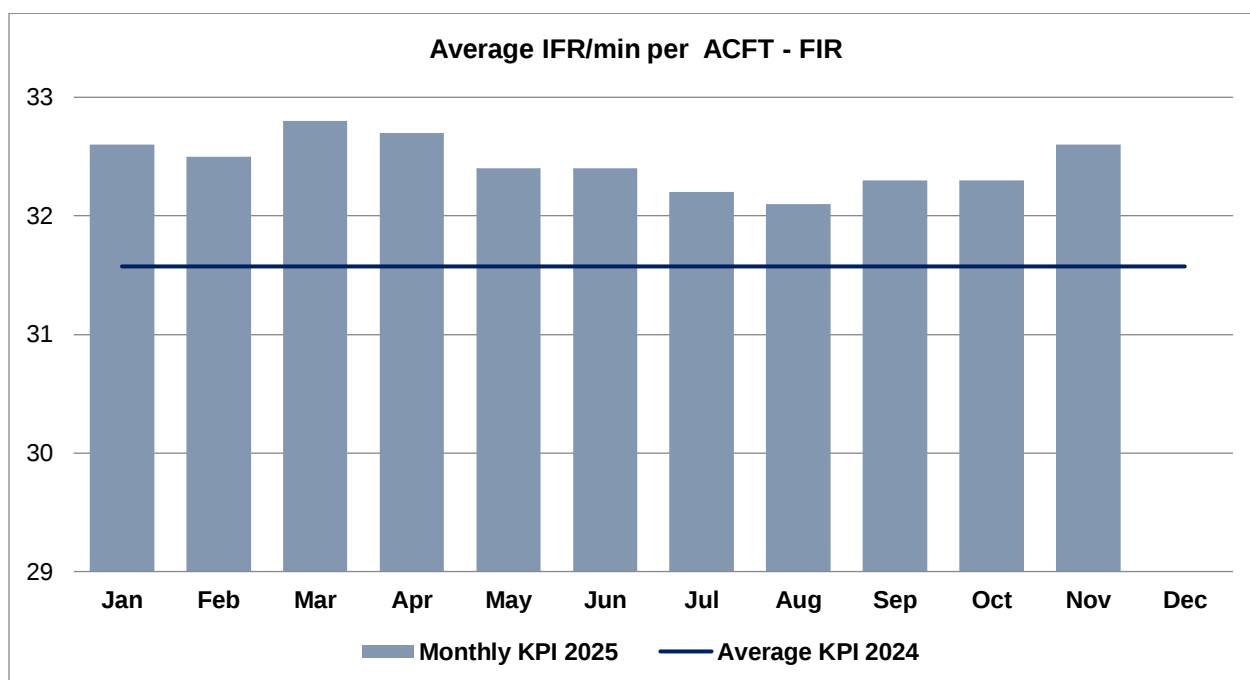
KPI - Average flown IFR/min per ACFT is calculation of average time flown by ACFT by the following formula: the value of “total flown time in minutes” is divided by the value of “number of ACFT”. KPI is min/ACFT.

5.6.1 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	33	33	33	32	32	32	32	32	32	33	

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

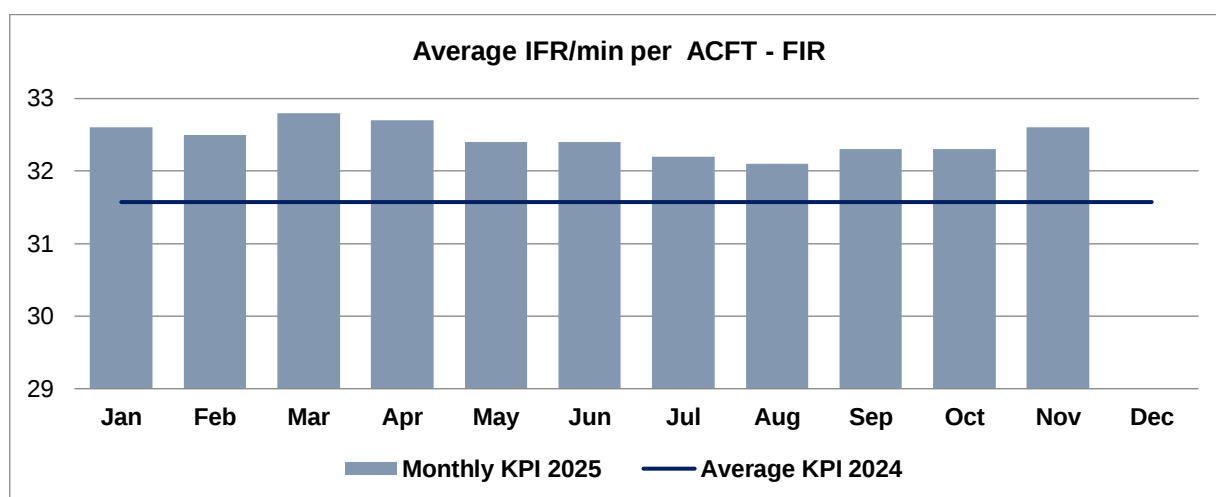


5.6.2 Average IFR/min per ACFT – En-route

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	33	33	33	33	33	33	33	33	33	33	

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

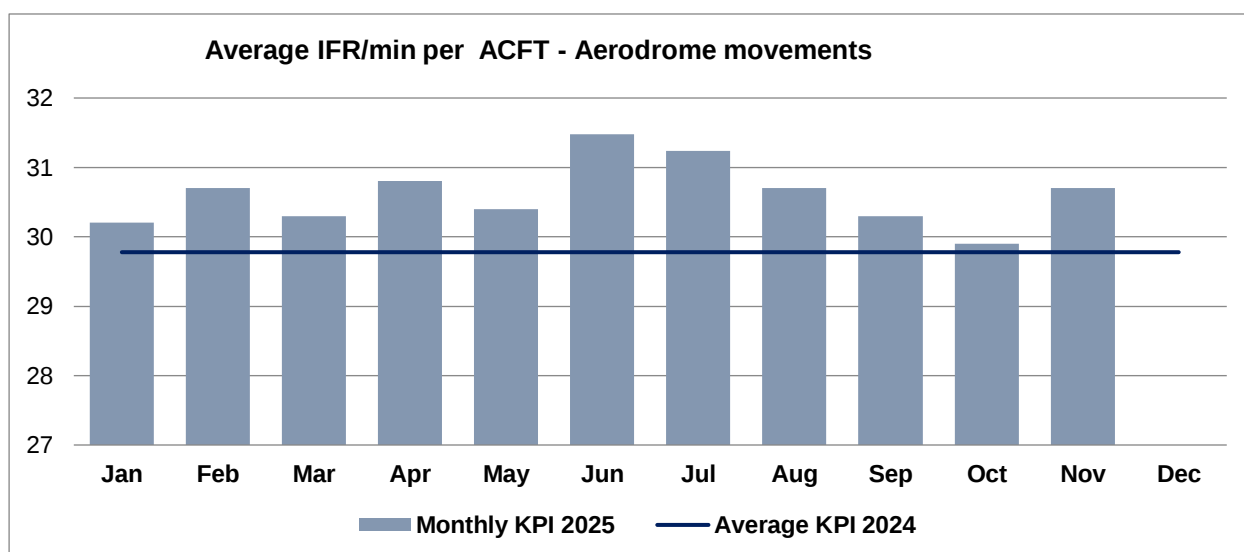


5.6.3 Average IFR/min per ACFT – Aerodrome movements

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	31	30	31	30	31	31	31	30	30	31	

KPI - Average IFR/min per ACFT (AD) **November 2025 – 31 min/ACFT**



5.7 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.

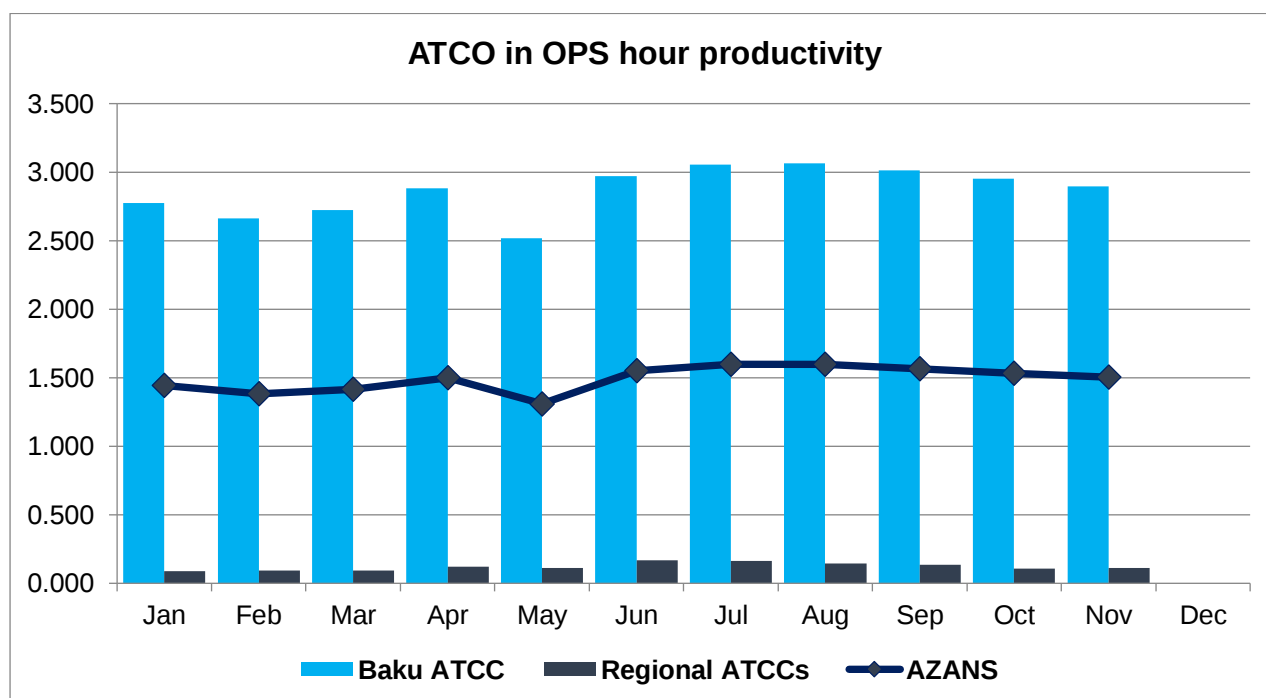
Furthermore, advances in technology are now focusing more than ever on reducing the workload of ATCOs in OPS to enable them to safely manage higher levels of traffic in a given volume of airspace. Training associated with the introduction of technology, however, can lead to short-term reductions in productivity.

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.

5.7.1 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”

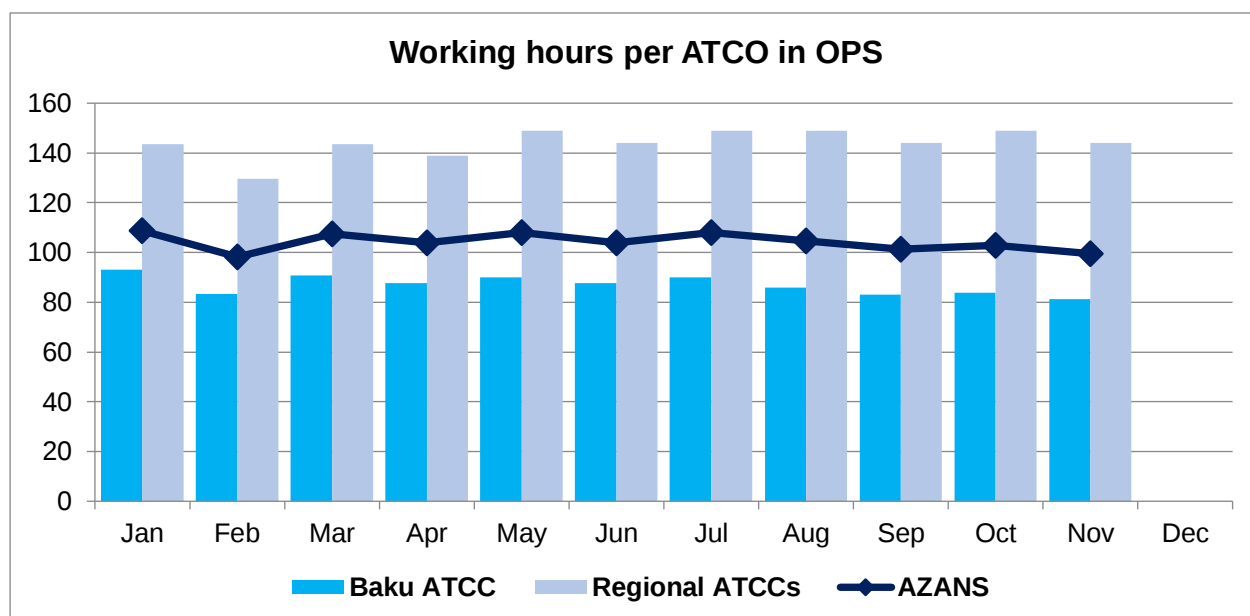
ATCO in OPS hour productivity (AZANS) November 2025	1,504
ATCO in OPS hour productivity (Baku ATCC) November 2025	2,894
ATCO in OPS hour productivity (Regional ATCCs) November 2025	0,110



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 “No of ATCO in OPS”

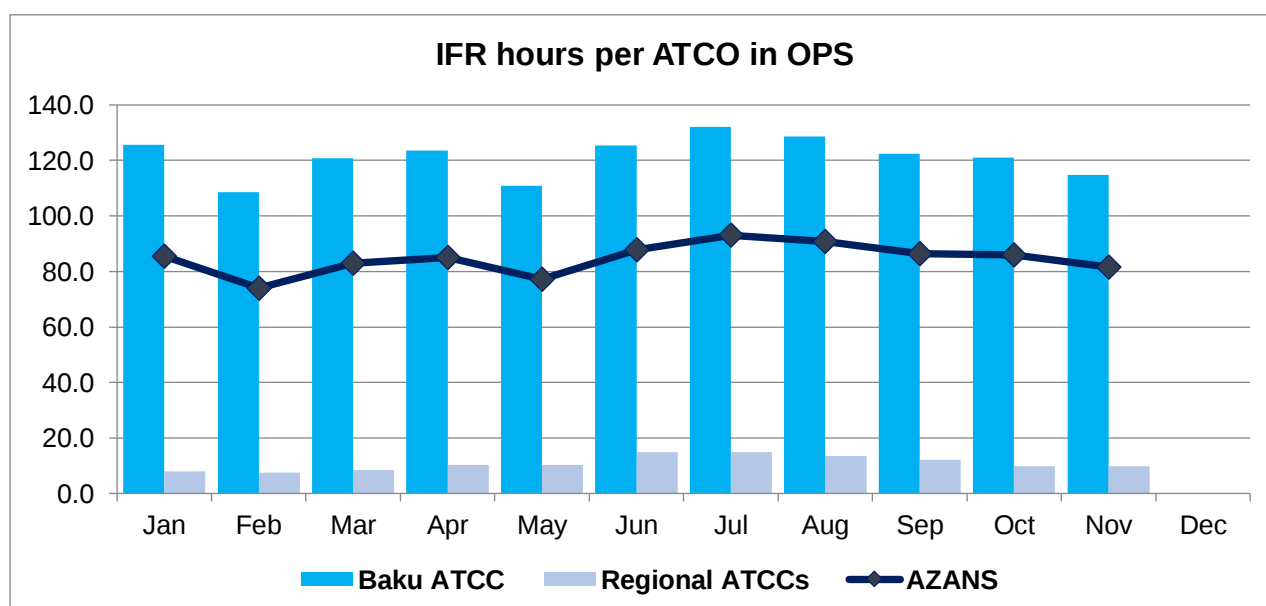
Working hours per ATCO in OPS (AZANS) November 2025	99,6
Working hours per ATCO in OPS (Baku ATCC) November 2025	81,2
Working hours per ATCO in OPS (Regional ATCCs) November 2025	144



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”

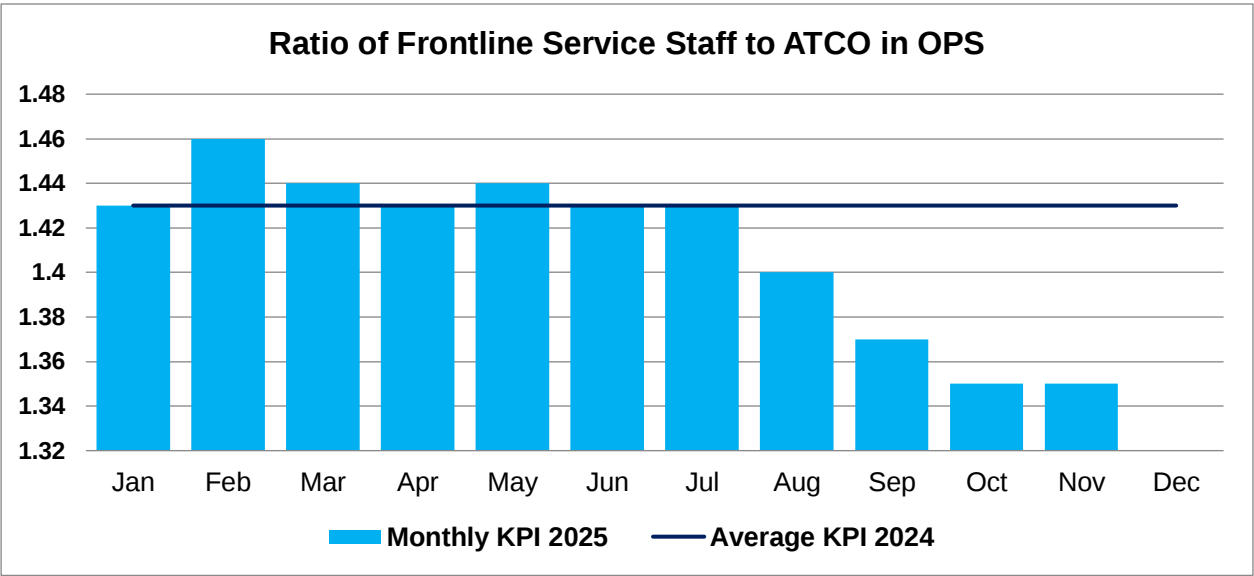
IFR hour per ATCO in OPS (AZANS) November 2025	81,6
IFR hour per ATCO in OPS (Baku ATCC) November 2025	114,9
IFR hour per ATCO in OPS (Regional ATCCs) November 2025	9,9



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 **November 2025** **1.35**

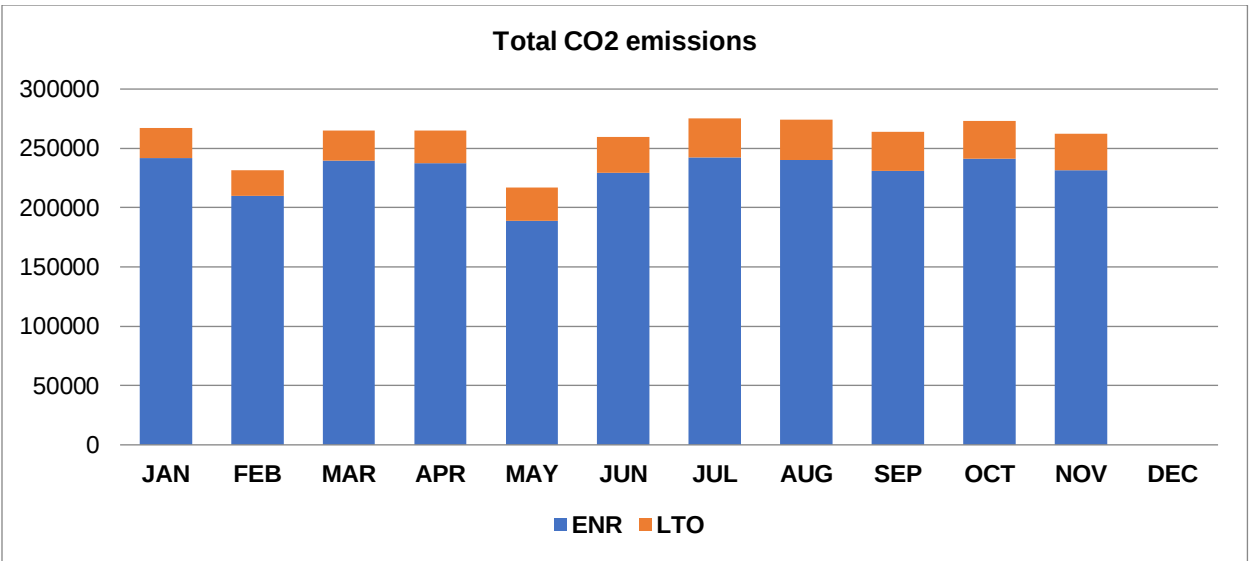


5.8 CO2 emissions

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

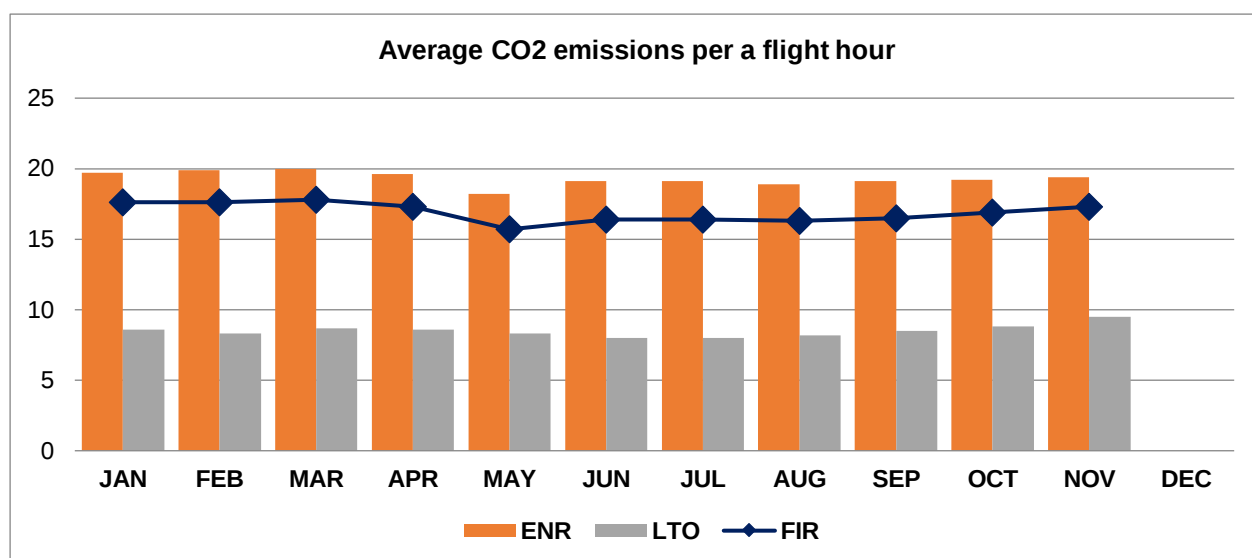
5.8.1 Total CO2 emissions

Total CO2 emissions (FIR)	November 2025	262 232 tons
Total CO2 emissions (ENR)	November 2025	231 290 tons
Total CO2 emissions (LTO)	November 2025	30 942 tons



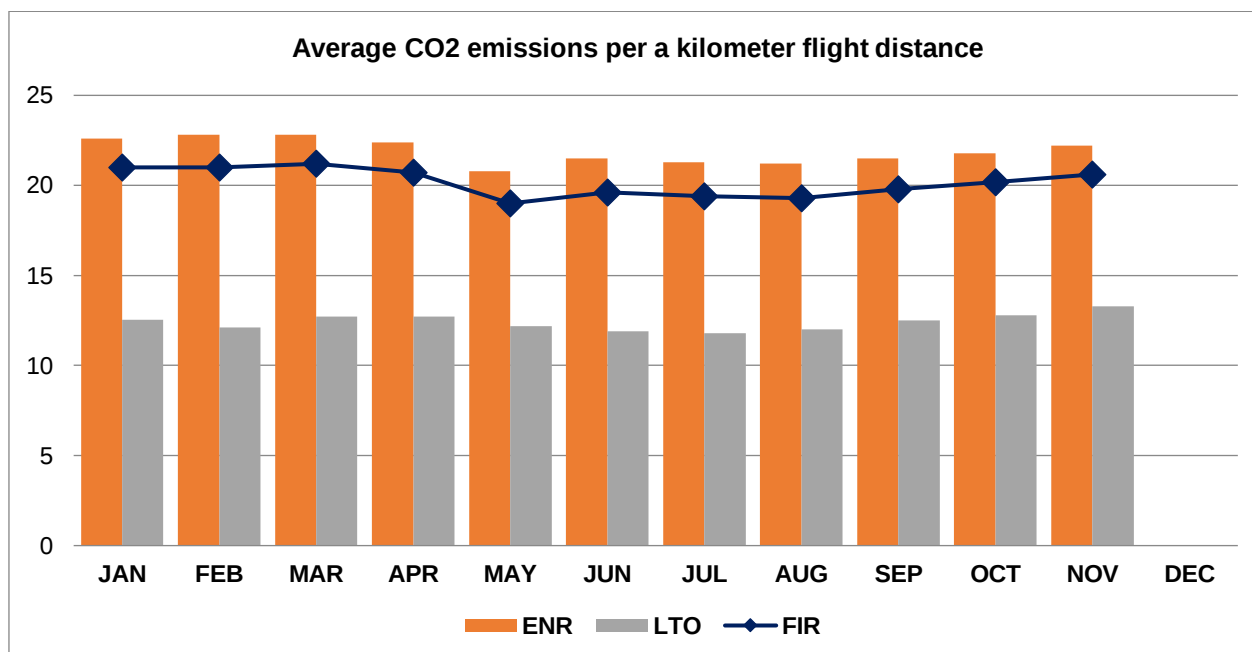
5.8.2 CO2 emissions per a flight hour

CO2 emissions per a flight hour (FIR)	November 2025	17,3 ton/hour
CO2 emissions per a flight hour (ENR)	November 2025	19.4 ton/hour
CO2 emissions per a flight hour (LTO)	November 2025	9,5 ton/hour



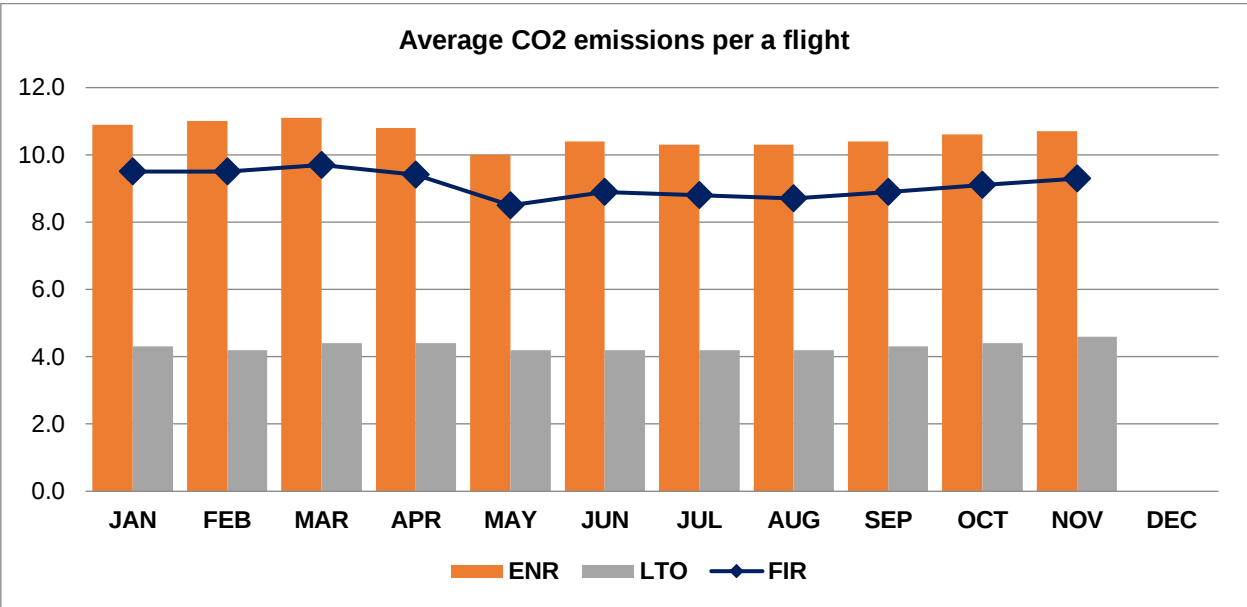
5.8.3 CO2 emissions per a kilometer flight distance

CO2 emissions per a kilometer flight distance (FIR)	November 2025	20.6 kg/km
CO2 emissions per a kilometer flight distance (ENR)	November 2025	22.2 kg/km
CO2 emissions per a kilometer flight distance (LTO)	November 2025	13,3 kg/km



5.8.4 CO2 emissions per a flight

CO2 emissions per a flight (FIR)	November	2025	9.3	ton/flight
CO2 emissions per a flight (ENR)	November	2025	10.7	ton/flight
CO2 emissions per a flight (AD)	November	2025	4.6	ton/flight

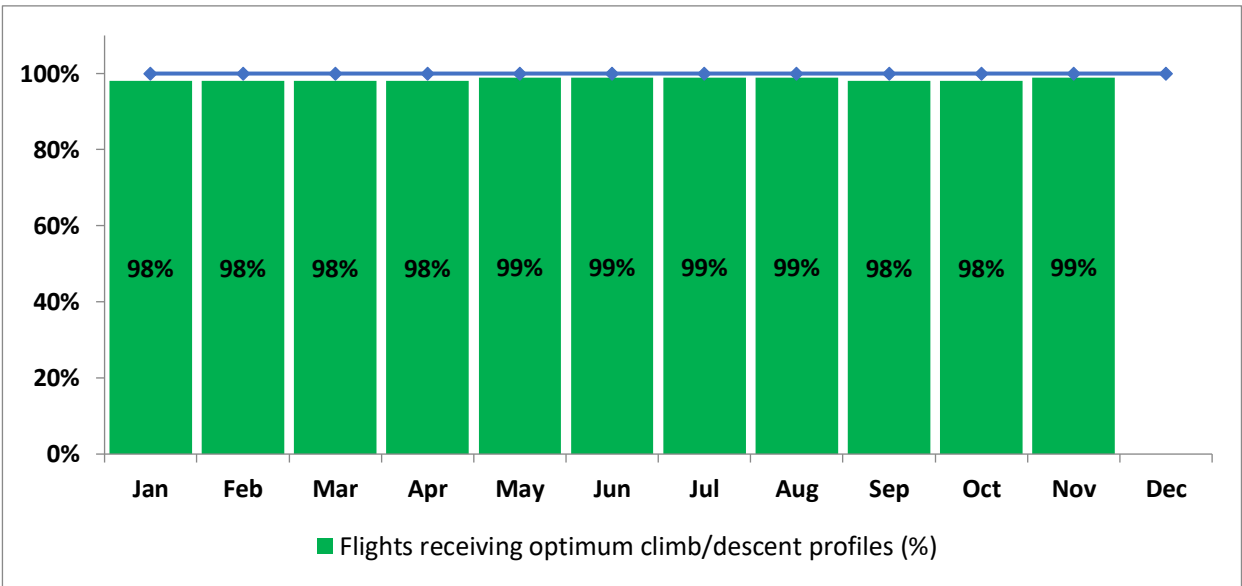


5.9 KPI – CCO/CDO operations

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 **November 2025** **99%**



5.10 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)	November 2025	240 Airlines.
KPI - Number of airspace users (ENR)	November 2025	218 Airlines
KPI - Number of airspace users (AD)	November 2025	69 Airlines.

