



Airspace
Supervision &
Efficiency
Center



Air Traffic Statistics Report January 2026

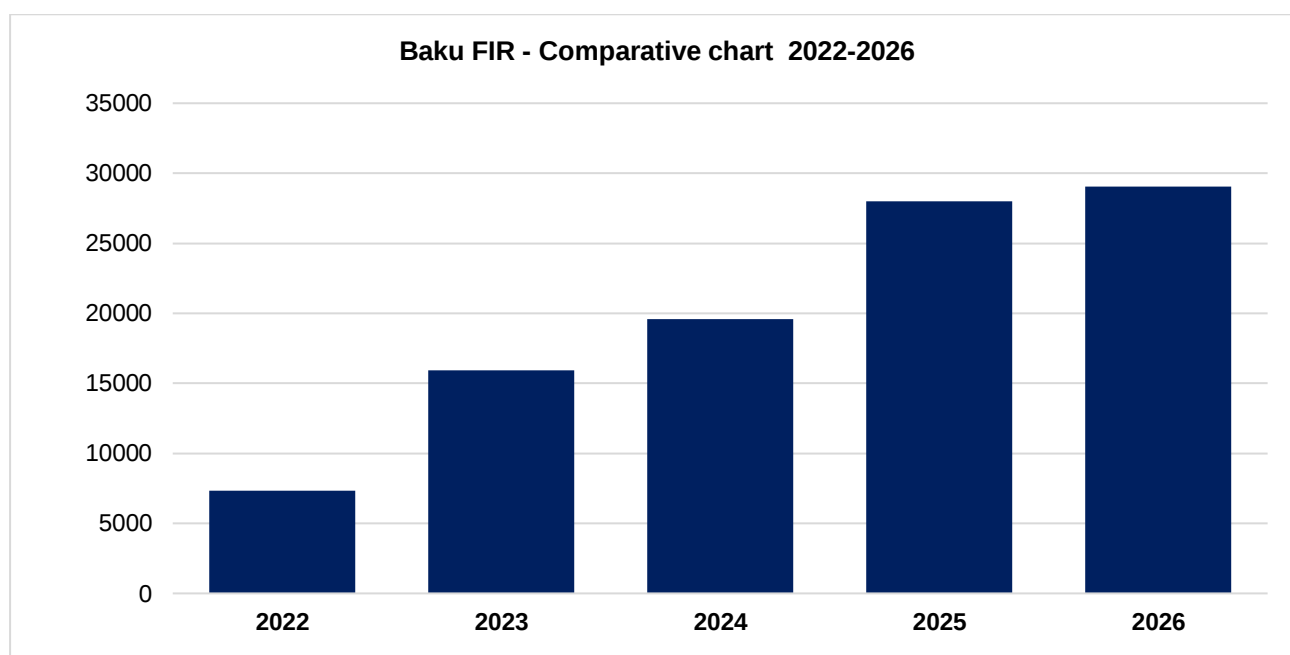
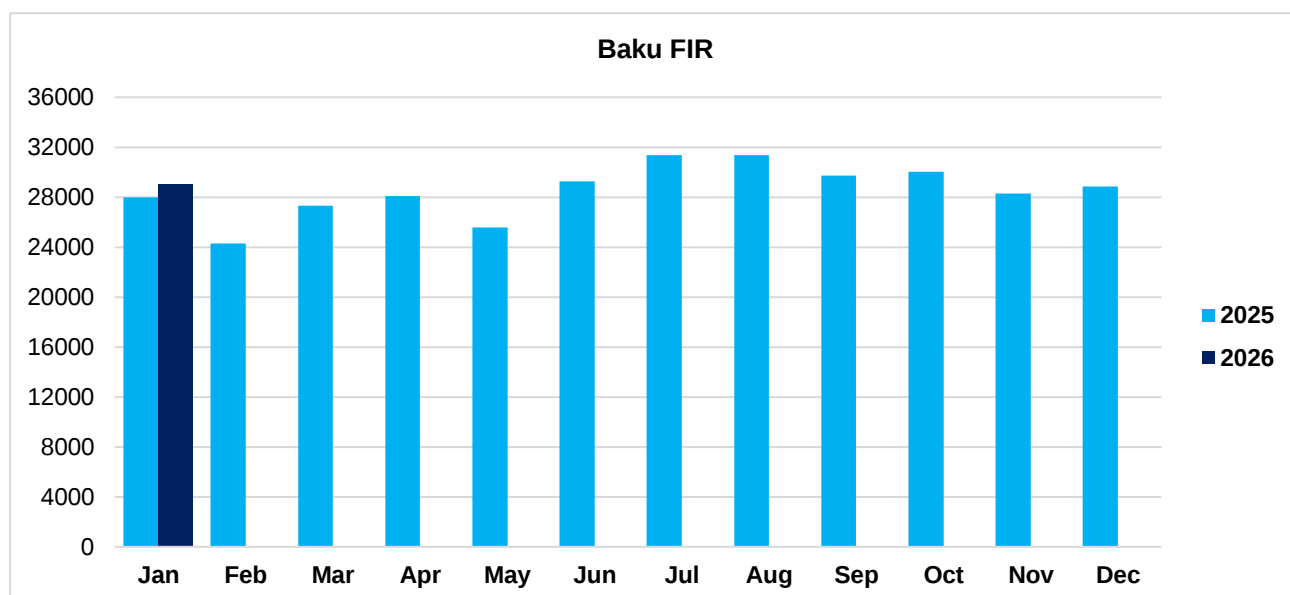
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1 Baku FIR Air Traffic Statistics Data (IFR movements).

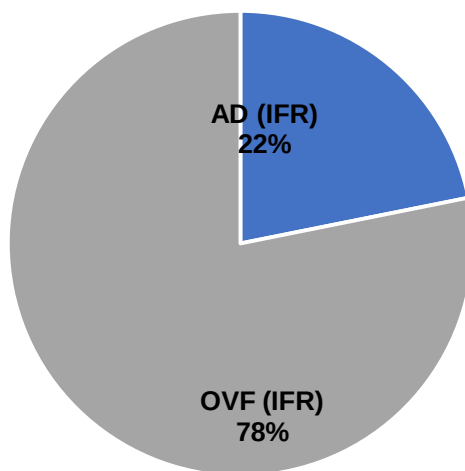
1.1 General Air Traffic Statistics Data

The number of IFR movements within Baku FIR recorded in January is **29 051** ACFT. Average number of IFR movements per day is **937** ACFT (Peak day, January 17, 2026 **1009** ACFT; low day, January 1, 2026 –**775** ACFT). Comparison with **January 2025** - **+3,77 %**.

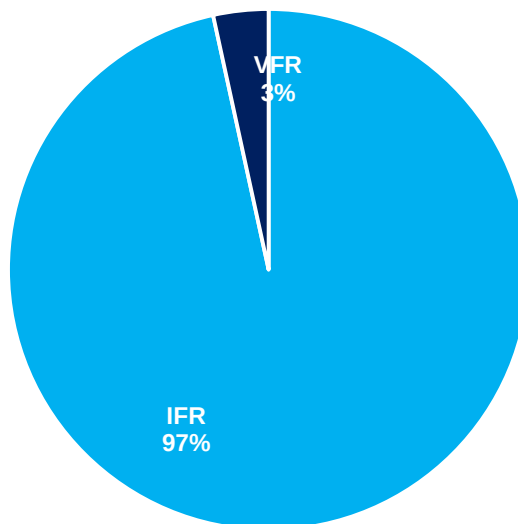


1.2 Traffic Segments.

1.2.1 The number of IFR movements within Baku FIR recorded in January is **29 051** ACFT, where **22 704** ACFT are overflight traffic and **6347** ACFT are aerodrome movements.



1.2.2 Total number of movements within Baku FIR recorded in January is **30 054** ACFT, where **29 051** ACFT are IFR movements and **1003** ACFT are VFR movements. Average number of movements per day is **969** ACFT. Comparison with January 2025 – **+4,3%**.

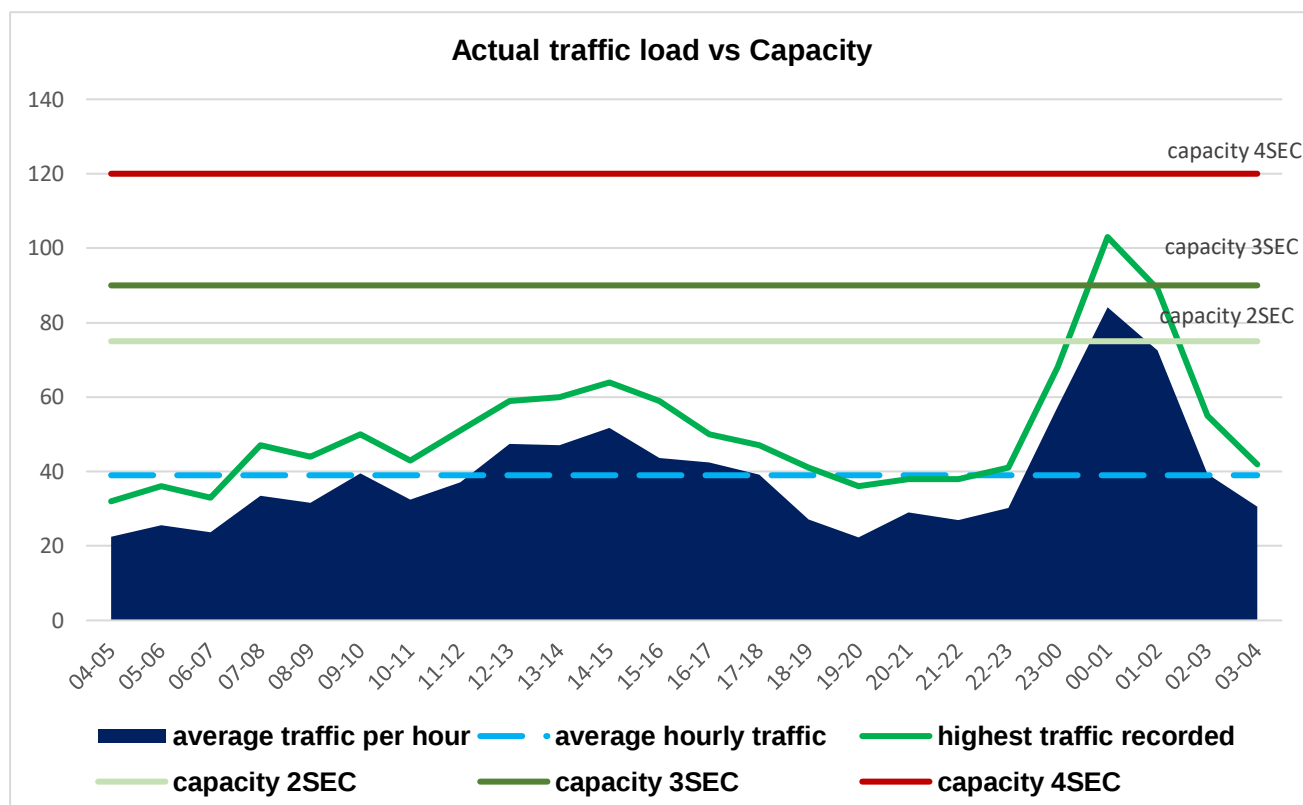


1.3 Capacity vs traffic demand

Highest traffic recorded **103 ACFT** (January 25, 2026 00:00-01:00)

Peak hour (January average data):	00:00-01:00	84 ACFT
	23:00-00:00	57 ACFT
	01:00-02:00	73 ACFT
	11:00-12:00	37 ACFT
	12:00-13:00	47 ACFT

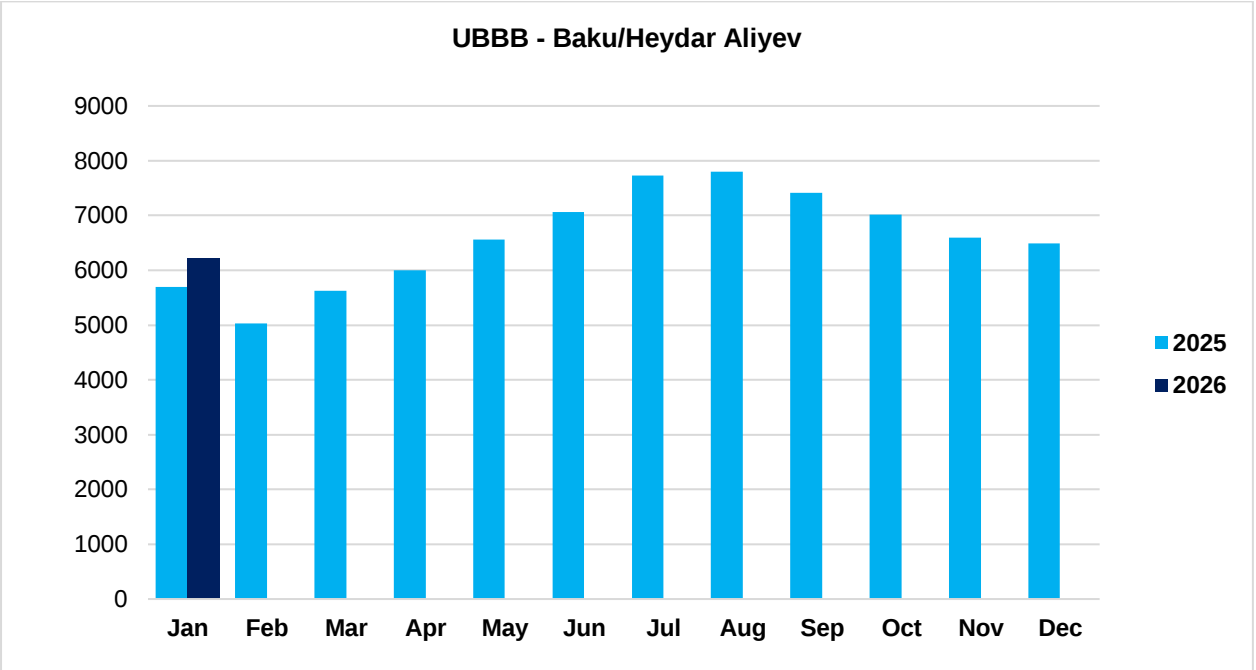
The following picture reflects the traffic demand by hour vs capacity of Baku FIR.



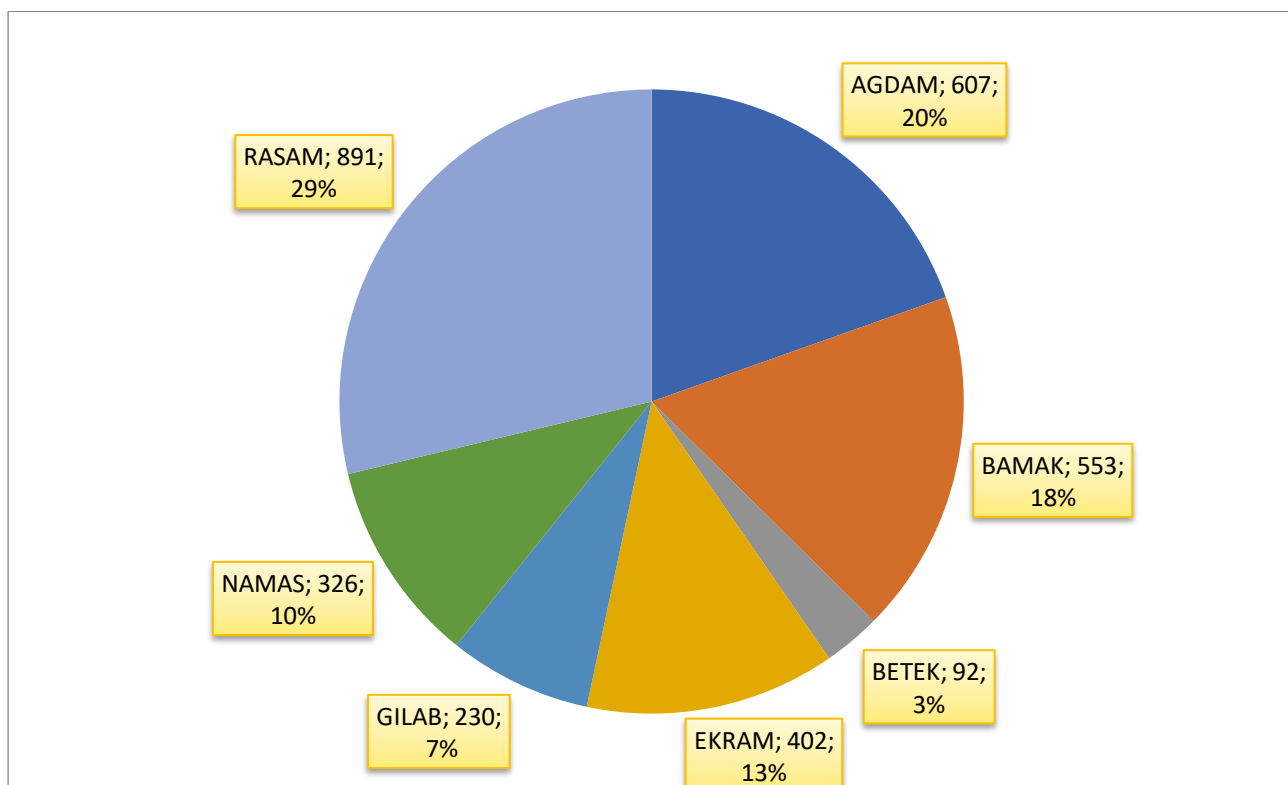
2. Aerodrome Movements Statistics Data.

2.1 Heydar Aliyev International airport.

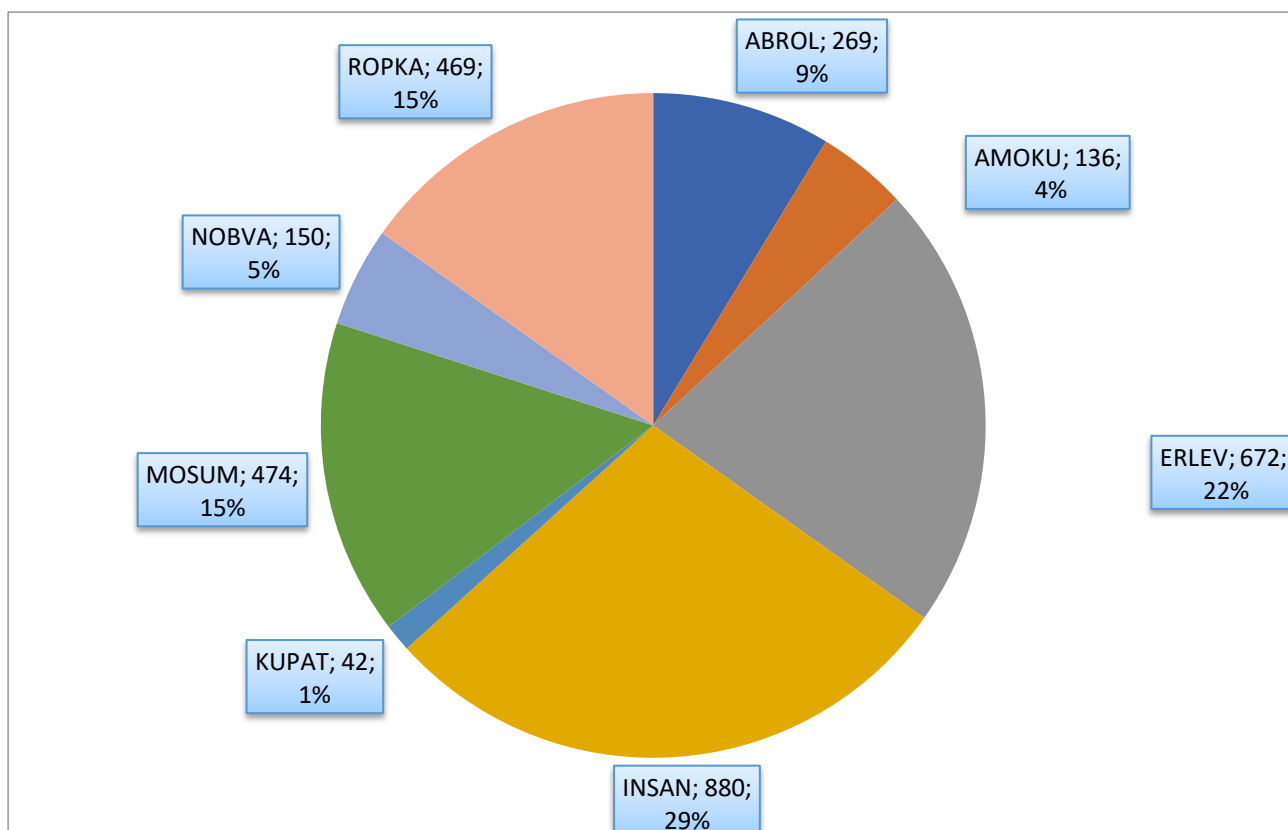
Total number of movements at Baku/Heydar International Aliyev airport recorded in January is **6207** ACFT. Average number of movements per day is **200** ACFT (Peak day, January 4, 2026 -**238** ACFT; low day, January 1, 2026 –**145** ACFT). Comparison with **January 2025 – +9,06%**.



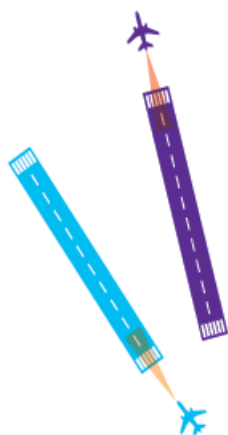
2.1.3 Air traffic flows – Load of SIDs.



2.1.4 Air traffic flows – Load of STARs.



2.1.5 Use of RWY 16/34 and 17/35



Takeoff:

RWY 16/34	1296 ACFT
RWY 17/35	1805 ACFT

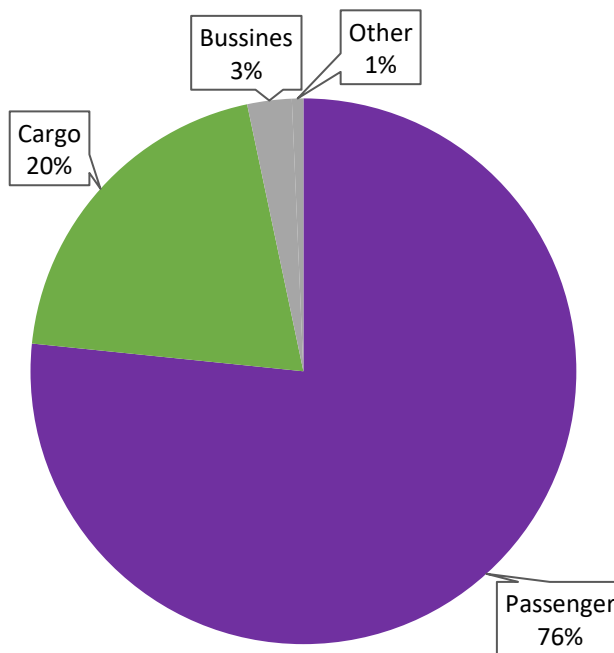
Landing:

RWY 16/34	1527 ACFT
RWY 17/35	1566 ACFT

Total:

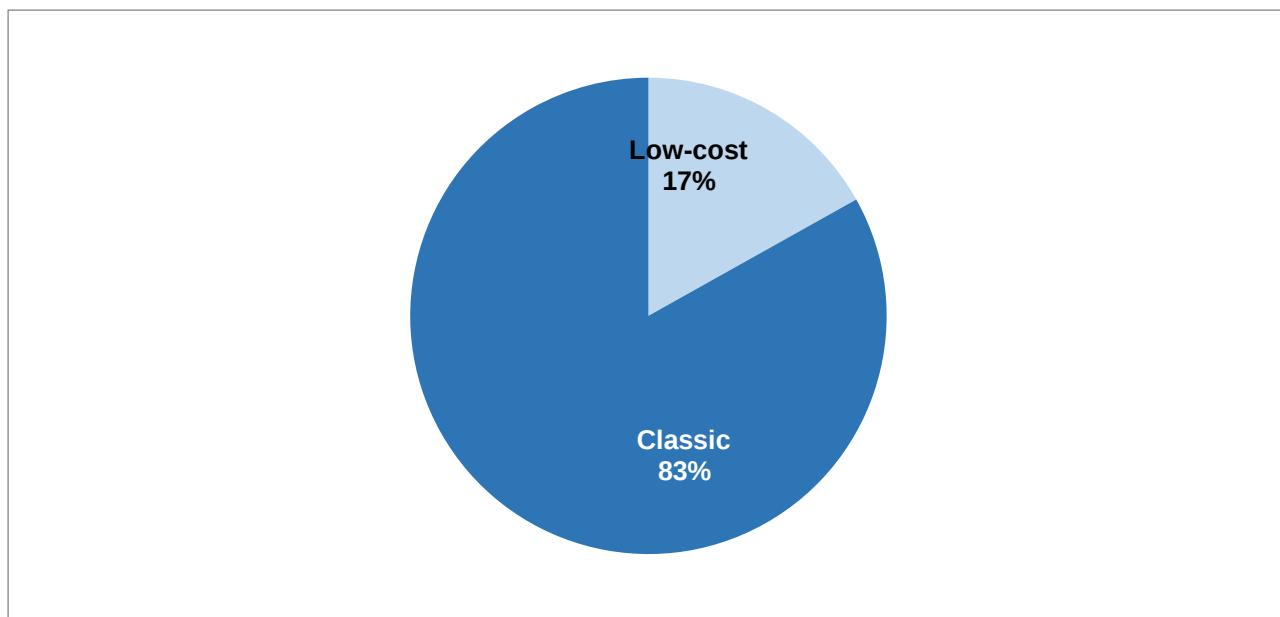
RWY 16/34	2823 ACFT
RWY 17/35	3371 ACFT

2.1.6 Types of flights



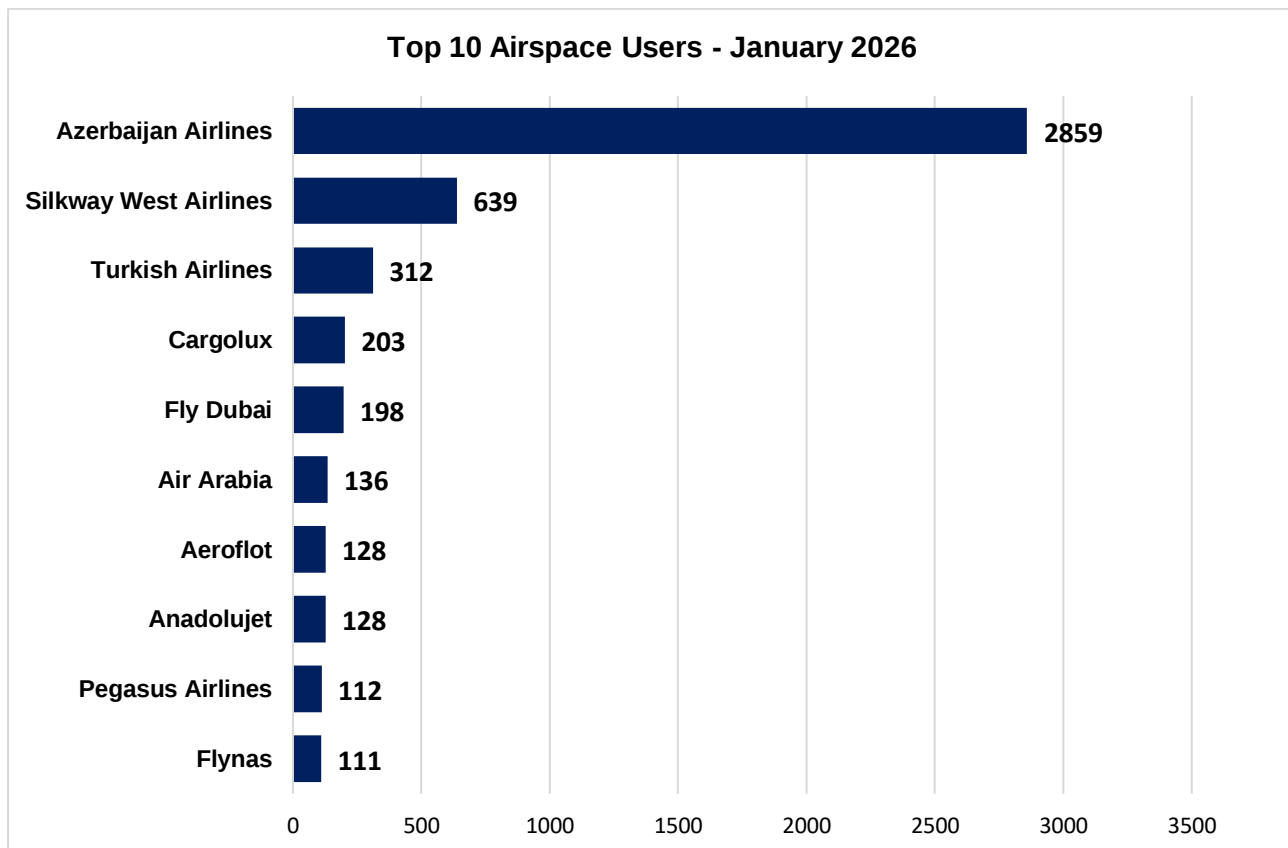
2.1.7 Passenger flights (Budget/low-cost vs classic)

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.**

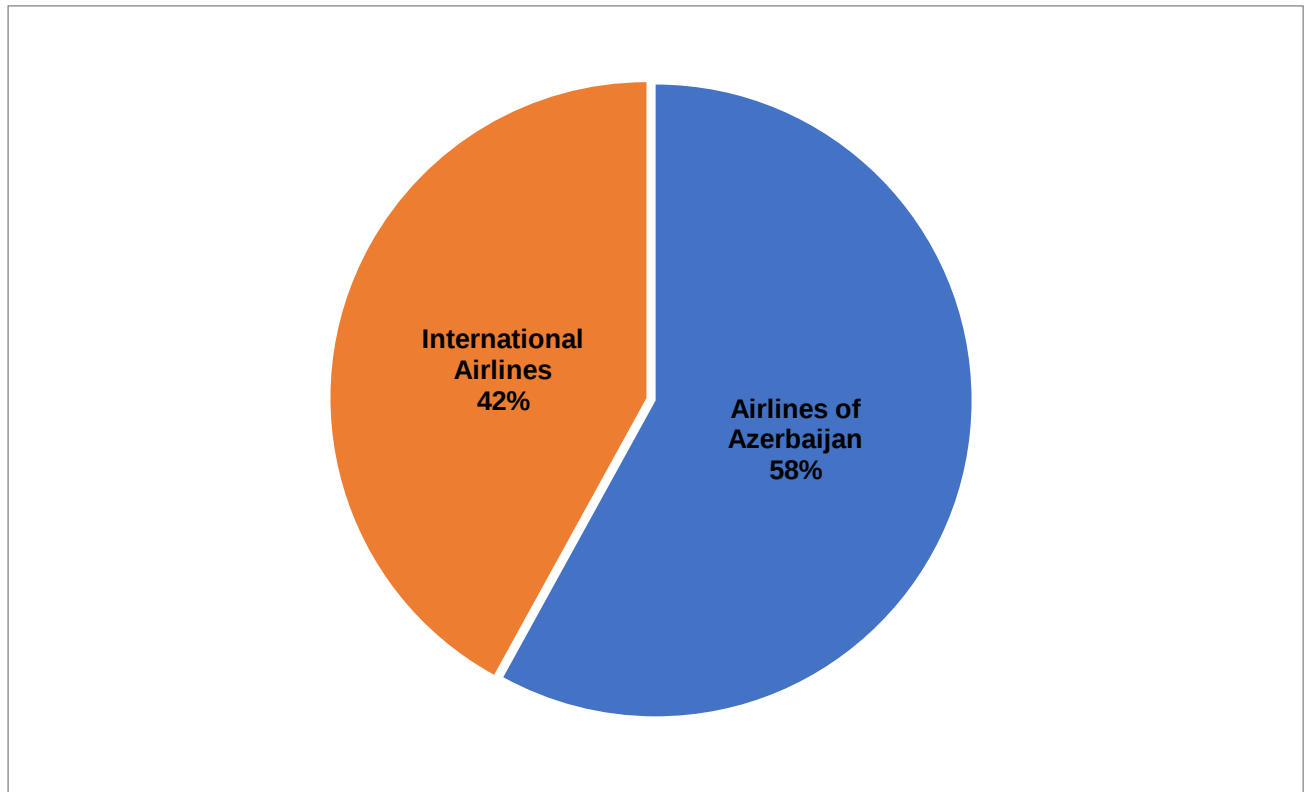


2.1.8 Aircraft Operators – Top 10 Airspace Users

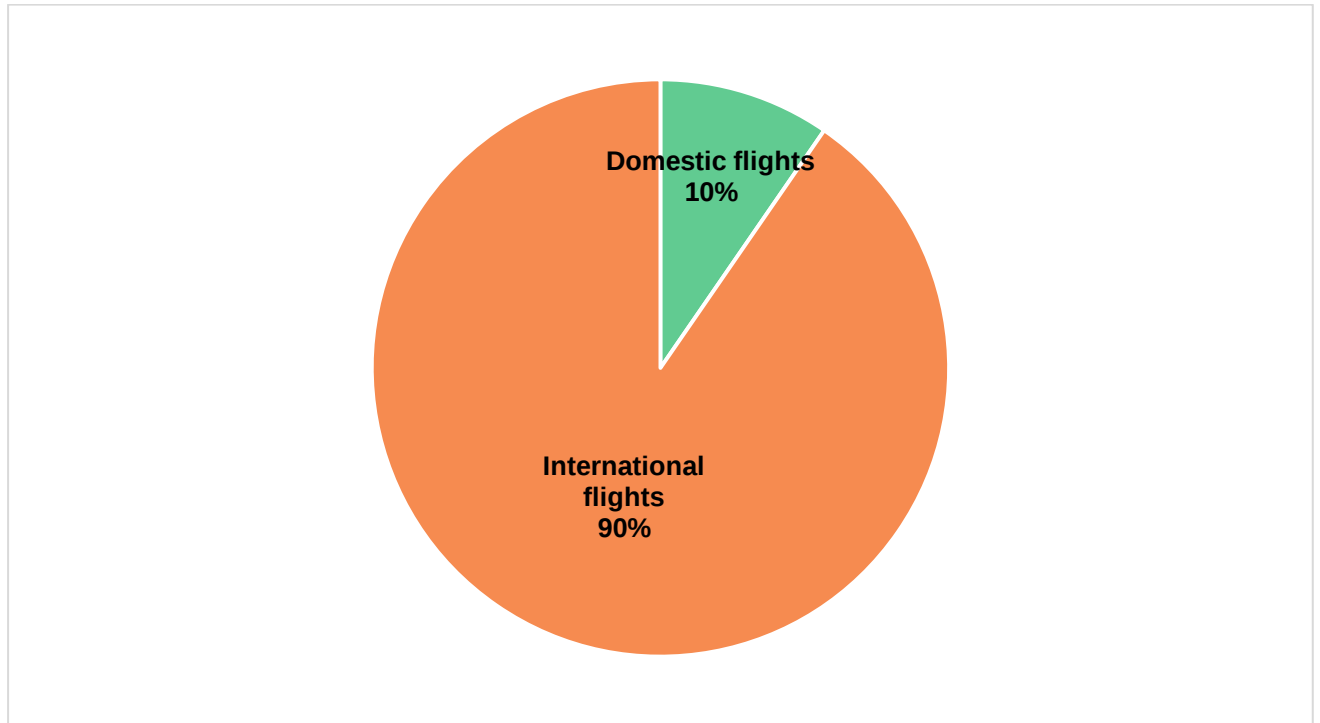
Note: This chart shows the number of flights in **January 2026**.



2.1.9 Aircraft Operators – Airlines of Azerbaijan vs international airlines.

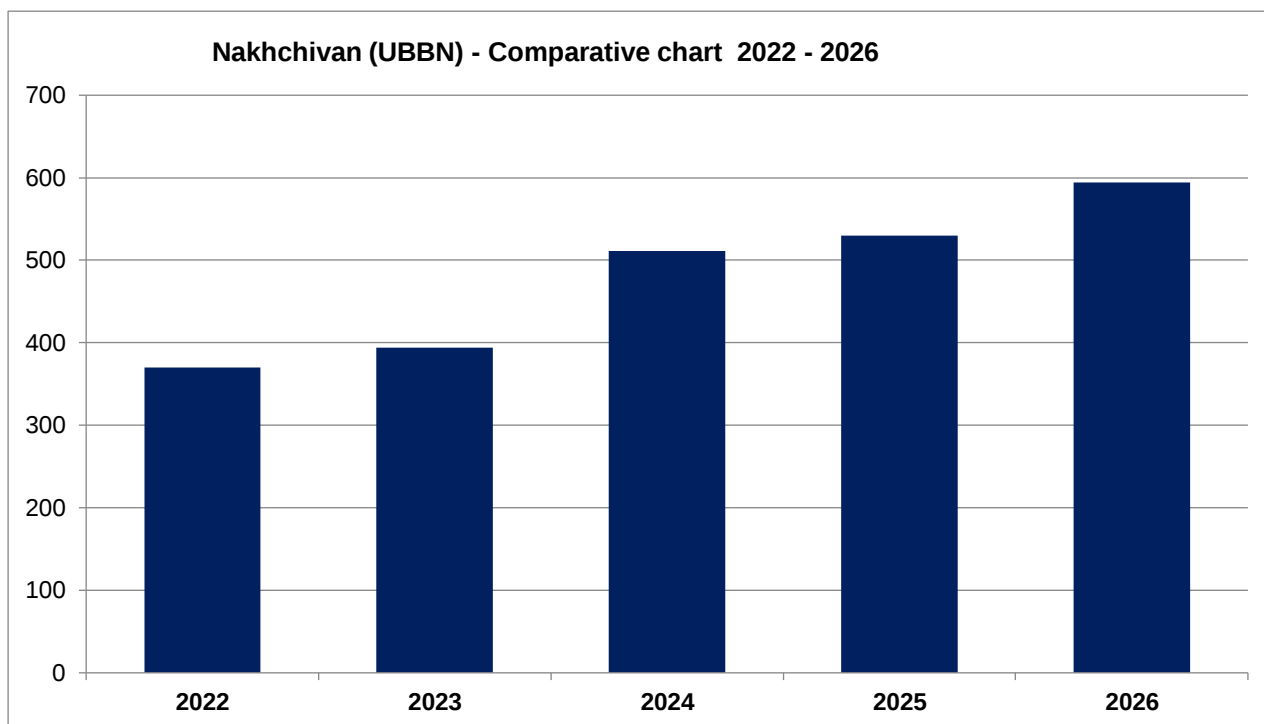
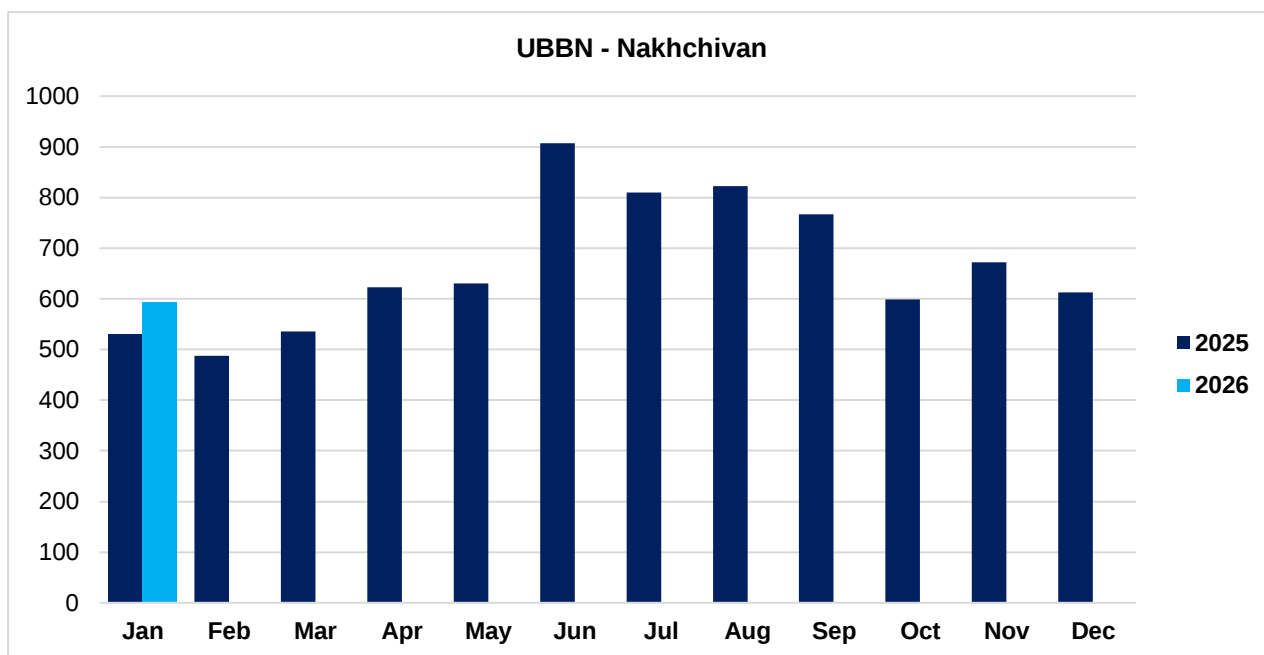


2.1.10 Traffic segments – Domestic vs International



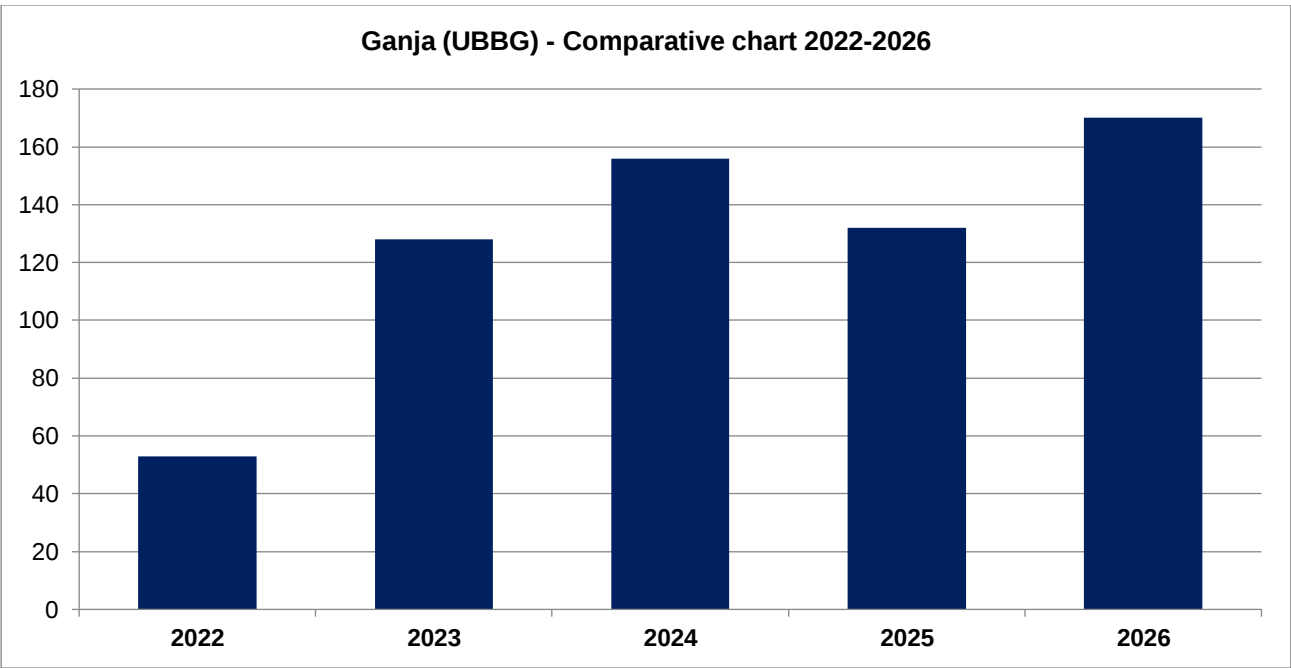
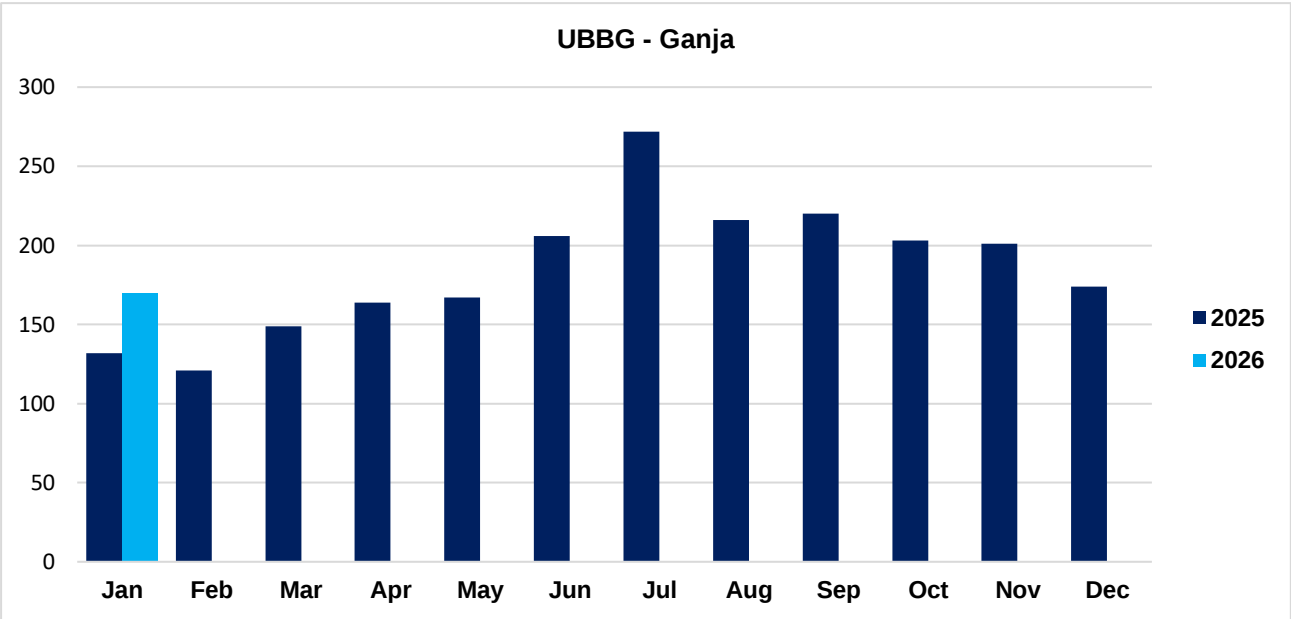
2.2 Nakhchivan International airport.

Total number of movements at Nakhchivan International airport recorded in January is **594 ACFT**. Average number of movements per day is **19 ACFT**
Comparison with **January 2025 – +12,07%**.



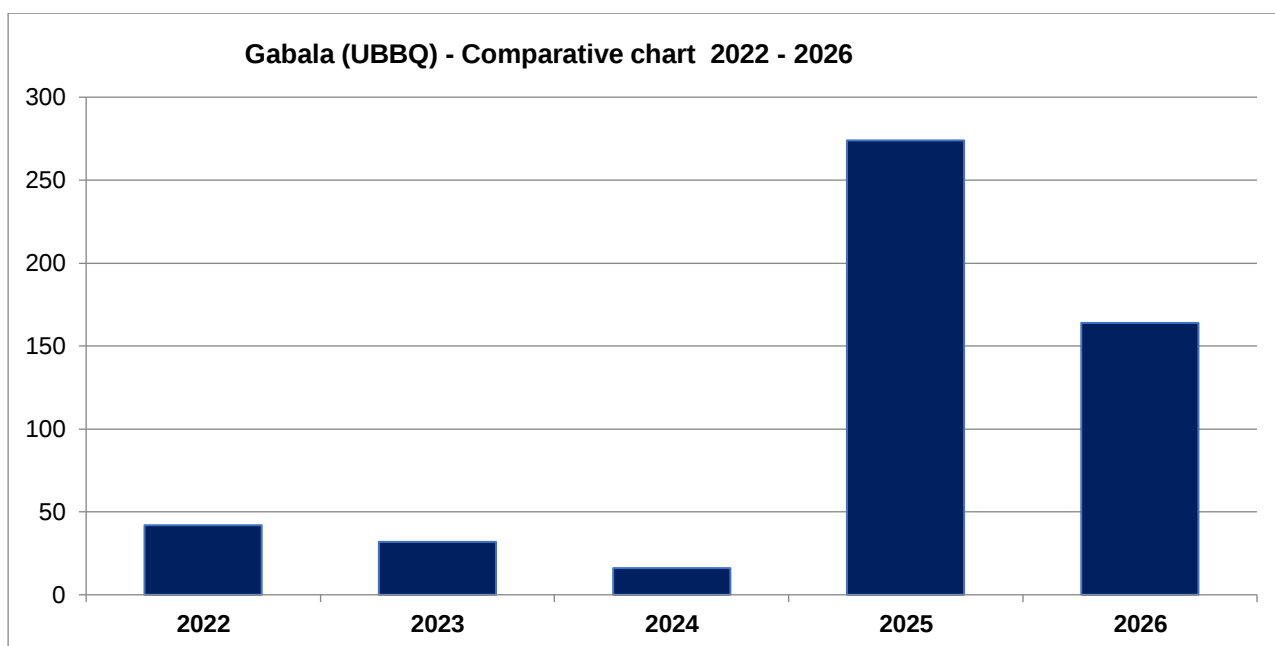
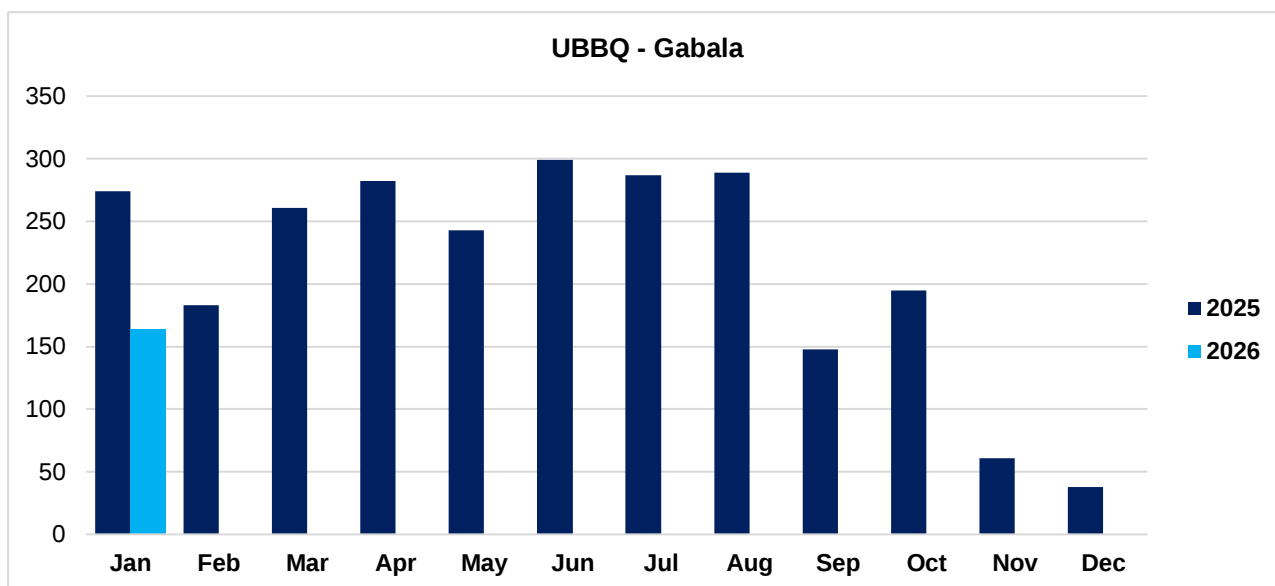
2.3 Ganja International airport.

Total number of movements at Ganja International airport recorded in January is **170 ACFT**. Average number of movements per day is **5 ACFT**. Comparison with **January 2025 – +28,7%**.



2.4 Gabala International airport.

Total number of movements at Gabala International airport recorded in January is **164 ACFT**. Average number of movements per day is **5 ACFT**. Comparison with **January 2025 – -40,1%**



2.5 Fuzuli International airport.

No movements were recorded

2.6 Lankaran International airport.

No movements were recorded

2.7 Zagatala International airport.

Total number of movements at Zagatala International airport recorded in January is **26 ACFT**.

2.8 Zangilan International airport.

Total number of movements at Zangilan International airport recorded in January is **8 ACFT**.

2.9 Lachin International airport.

No movements were recorded

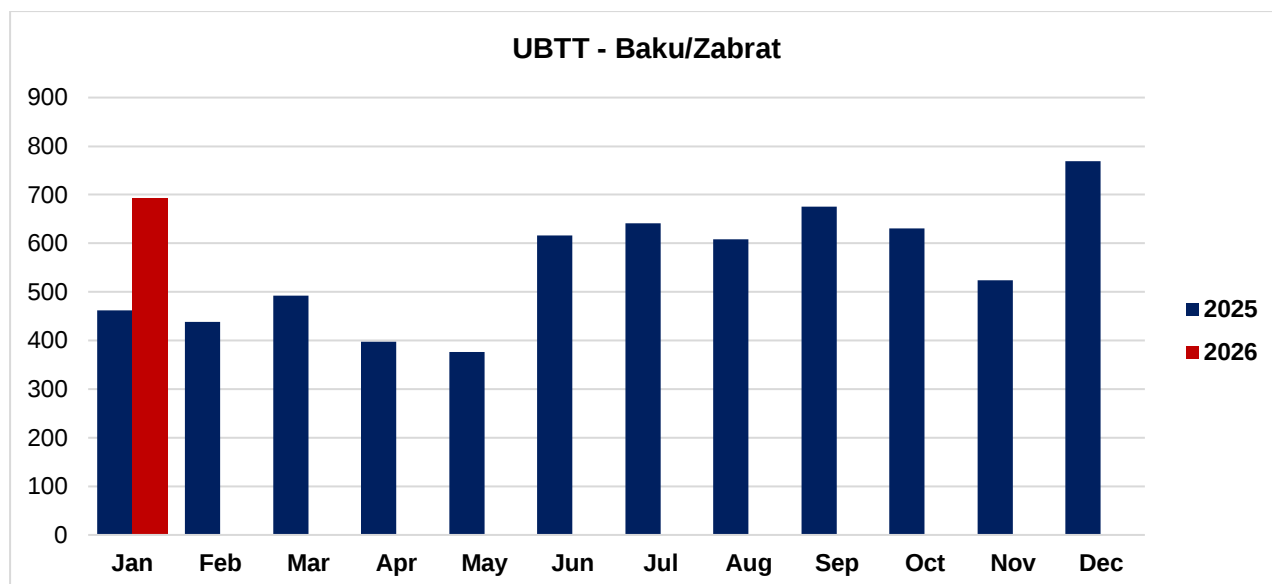
2.10 Yevlakh airport.

No movements were recorded

3. VFR Movements Statistics data.

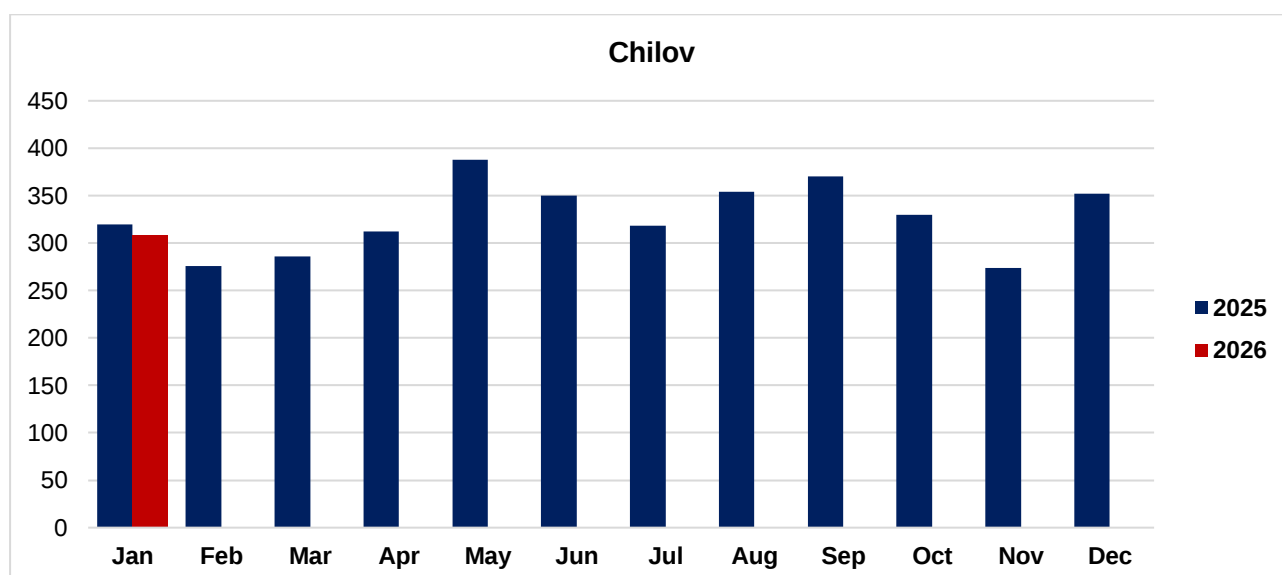
3.1 Baku/Zabrat airport.

Total number of VFR movements at Baku/Zabrat airport recorded in January is **693** ACFT. Average number of movements per day is **22** ACFT. Comparison with **January 2025 – +50 %**.



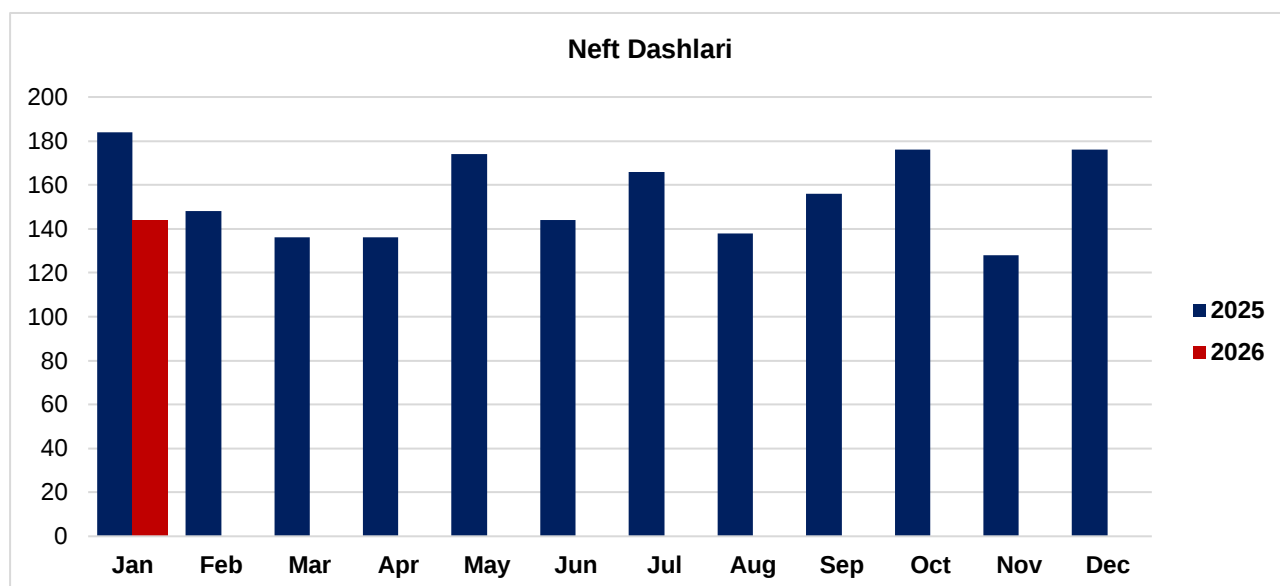
3.2 Chilov heliport.

Total number of VFR movements at Chilov heliport recorded in January is **308** ACFT. Average number of movements per day is **10** ACFT. Comparison with **January 2025 - -3,75 %**.



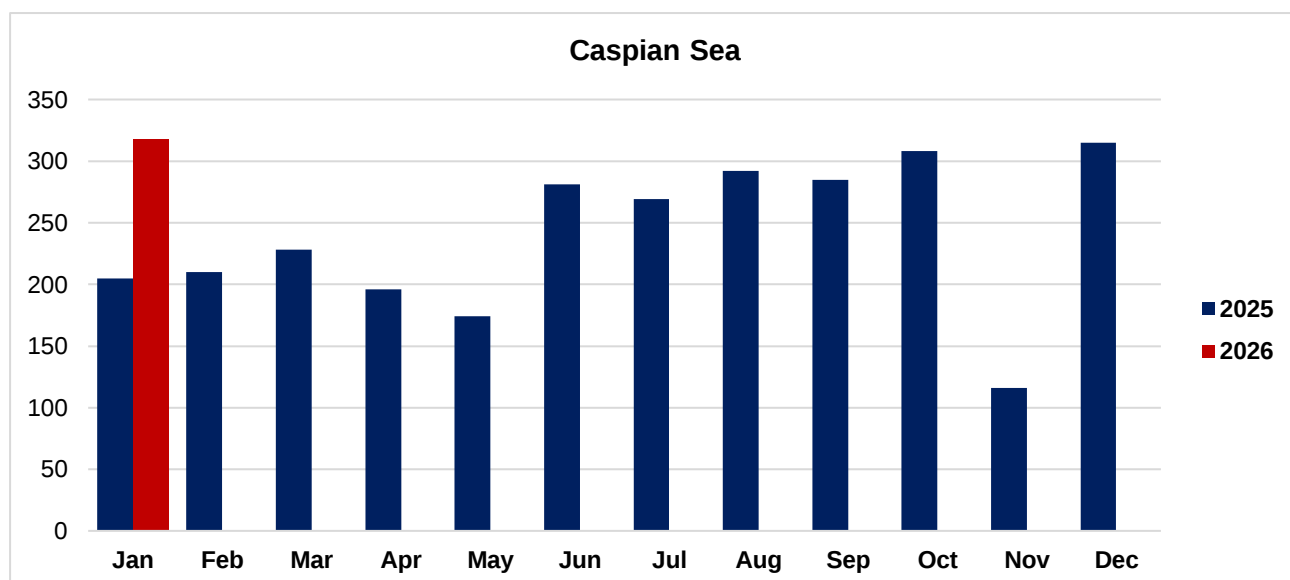
3.3 Neft Dashlari heliport.

Total number of VFR movements at Neft Dashlari heliport recorded in January is **144** ACFT. Average number of movements per day is **5** ACFT
Comparison with **January 2025 – -21,7%**.



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 January is **318** ACFT. Average number of movements per day is **10** ACFT .
Comparison with **January 2025 – +55,1%**.

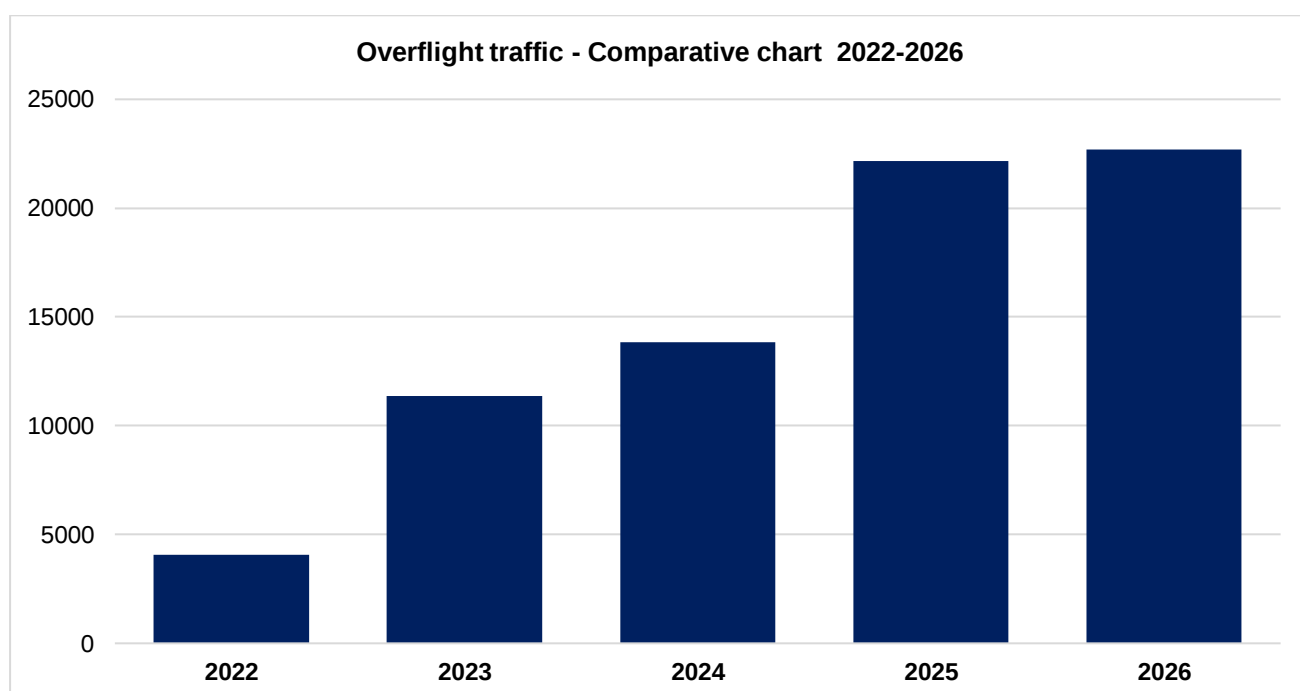
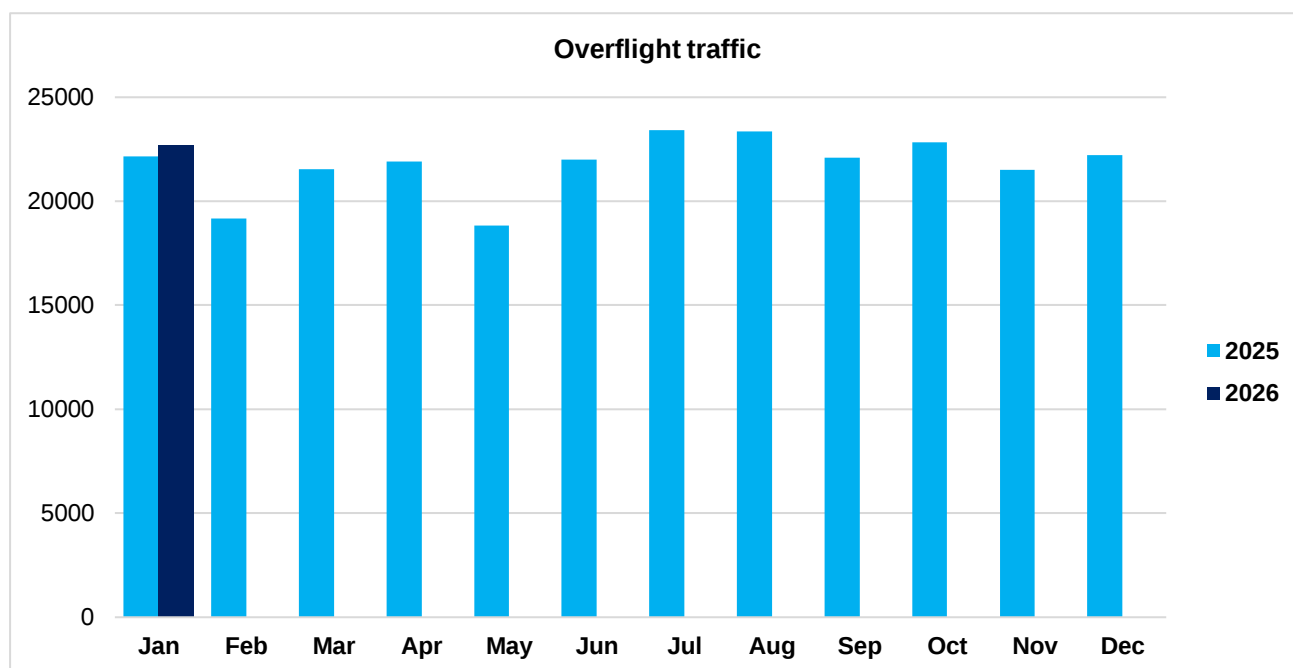


4.Overflight Air Traffic Statistics Data.

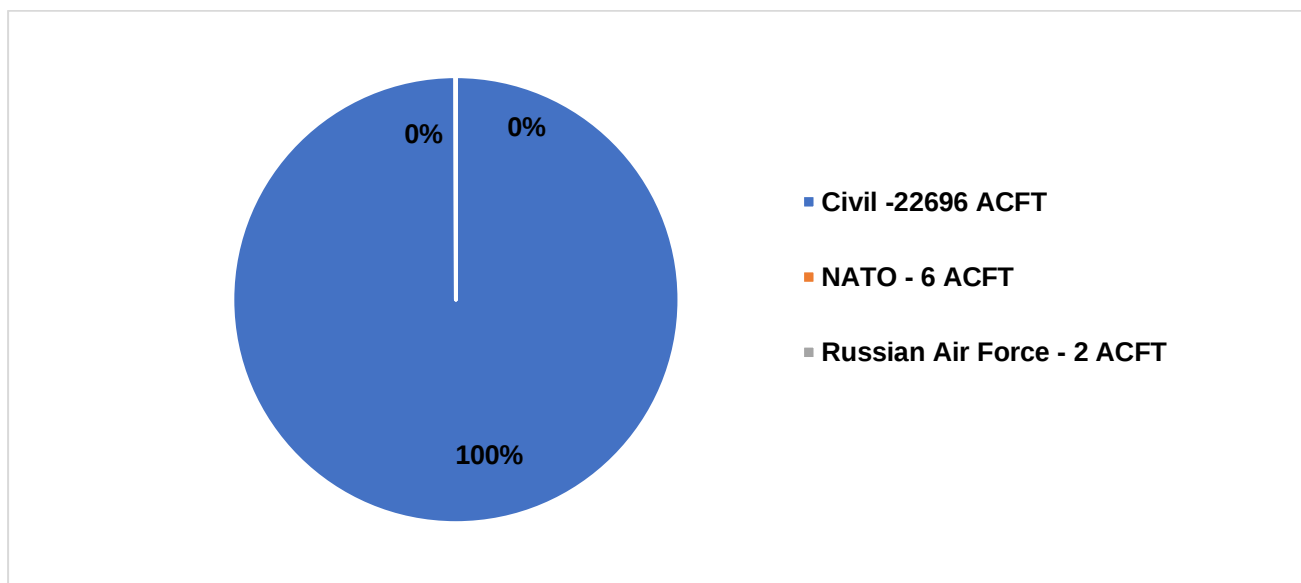
4.1 General Air Traffic Statistics Data

The number of overflights via Baku FIR recorded in January is **22 704 ACFT**. Average number of overflights per day is **732 ACFT** (Peak day, January 17, 2026 –**790 ACFT**; low day, January 1, 2026 –**630 ACFT**).

Comparison with **January 2025** – **+2,45 %**.

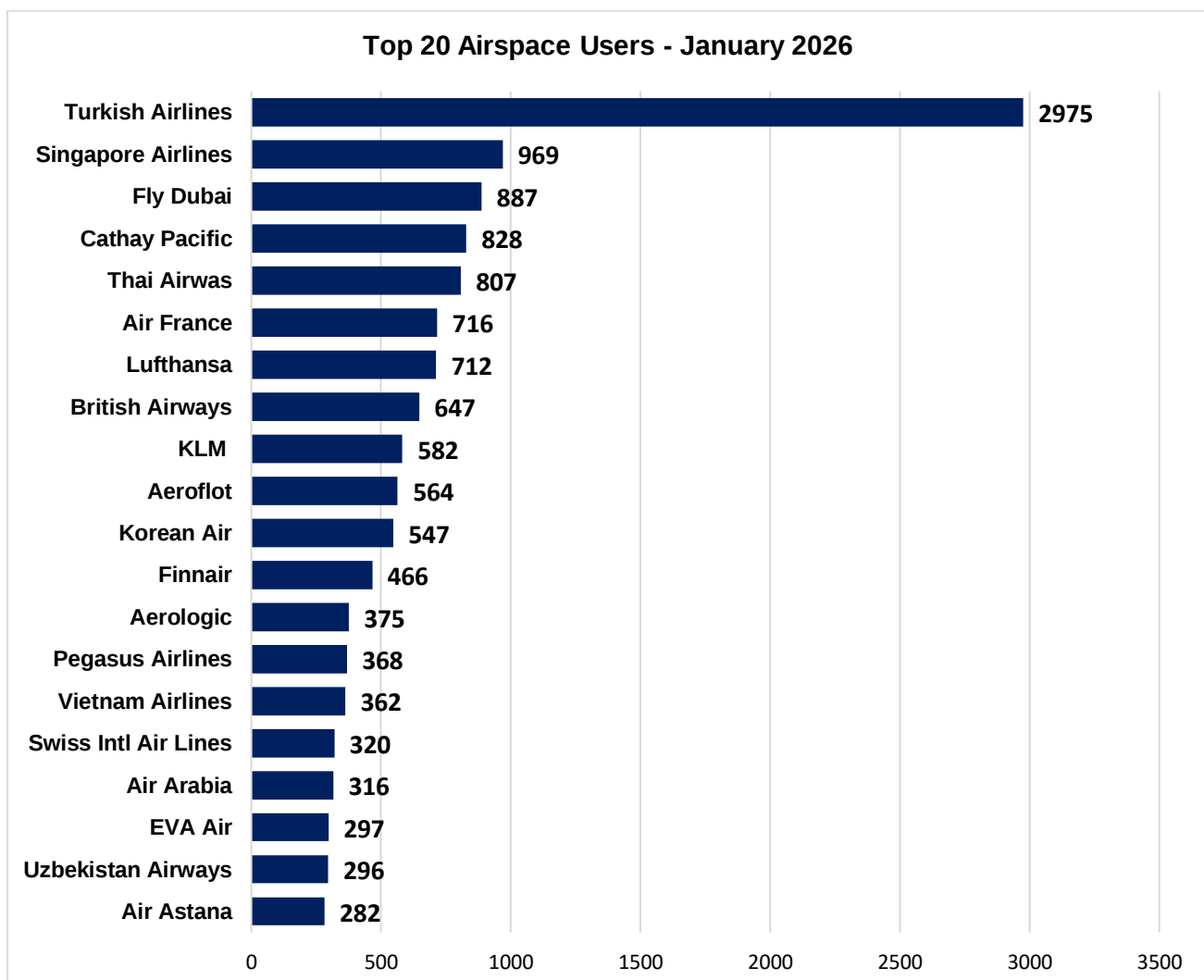


4.2 Traffic segments.



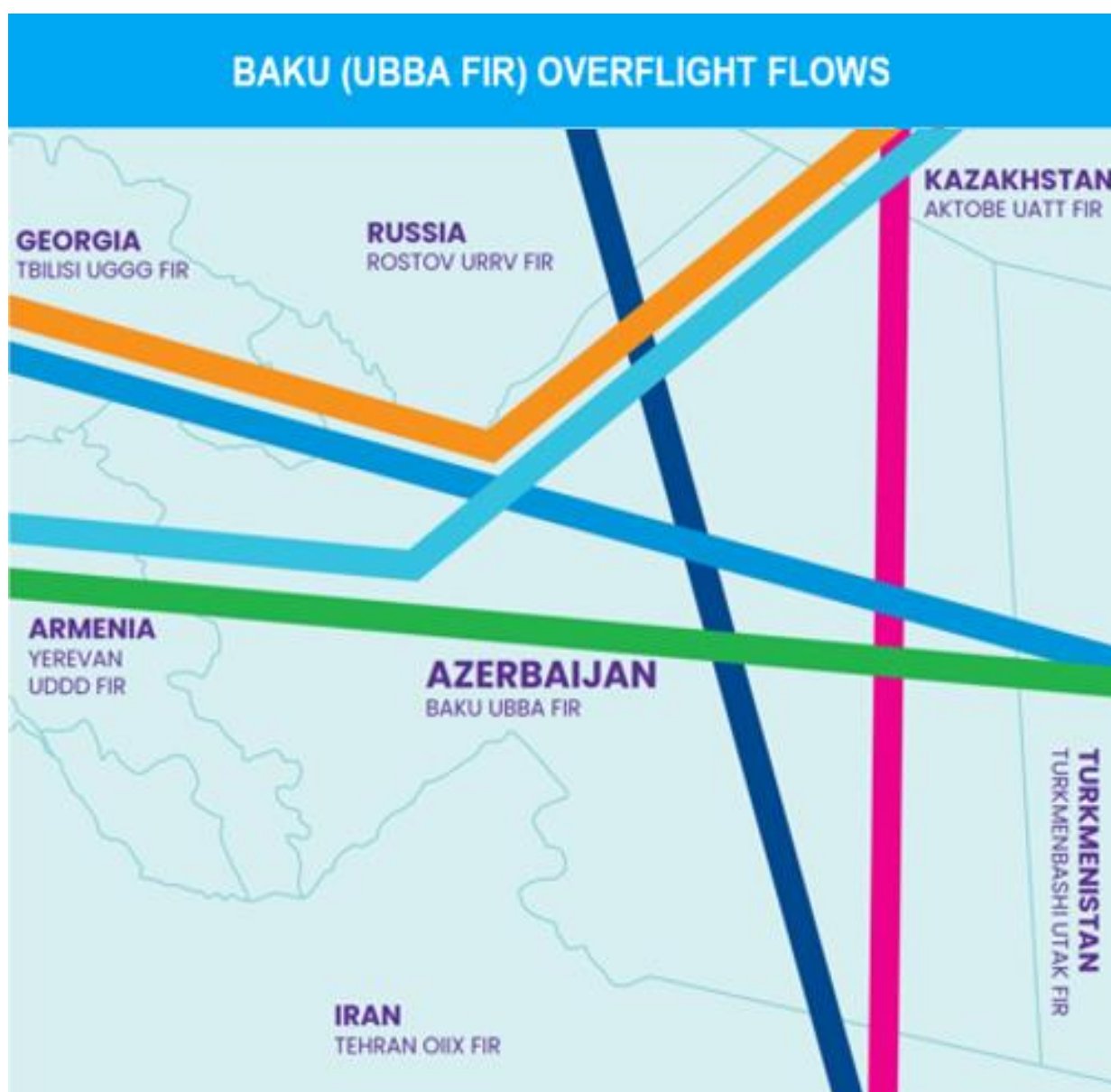
4.3 Aircraft Operators-Top 20 Airspace Users

Note: This chart shows the number of flights in **January 2026**



4.4 Air traffic flows – main overflight flows.

GEORGIA-TURKMENISTAN and v.v	42% (9626 ACFT)
GEORGIA-KAZAKHSTAN and v.v	18% (4039 ACFT)
IRAN-RUSSIA and v.v	6% (1333 ACFT)
IRAN-KAZAKHSTAN and v.v	9% (2000 ACFT)
ARMENIA-TURKMENISTAN and v.v	20% (4596 ACFT)
KAZAKHSTAN-ARMENIA and v.v	3% (632 ACFT)
OTHER DIRECTIONS	2% (478 ACFT)
TOTAL	22 704 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.

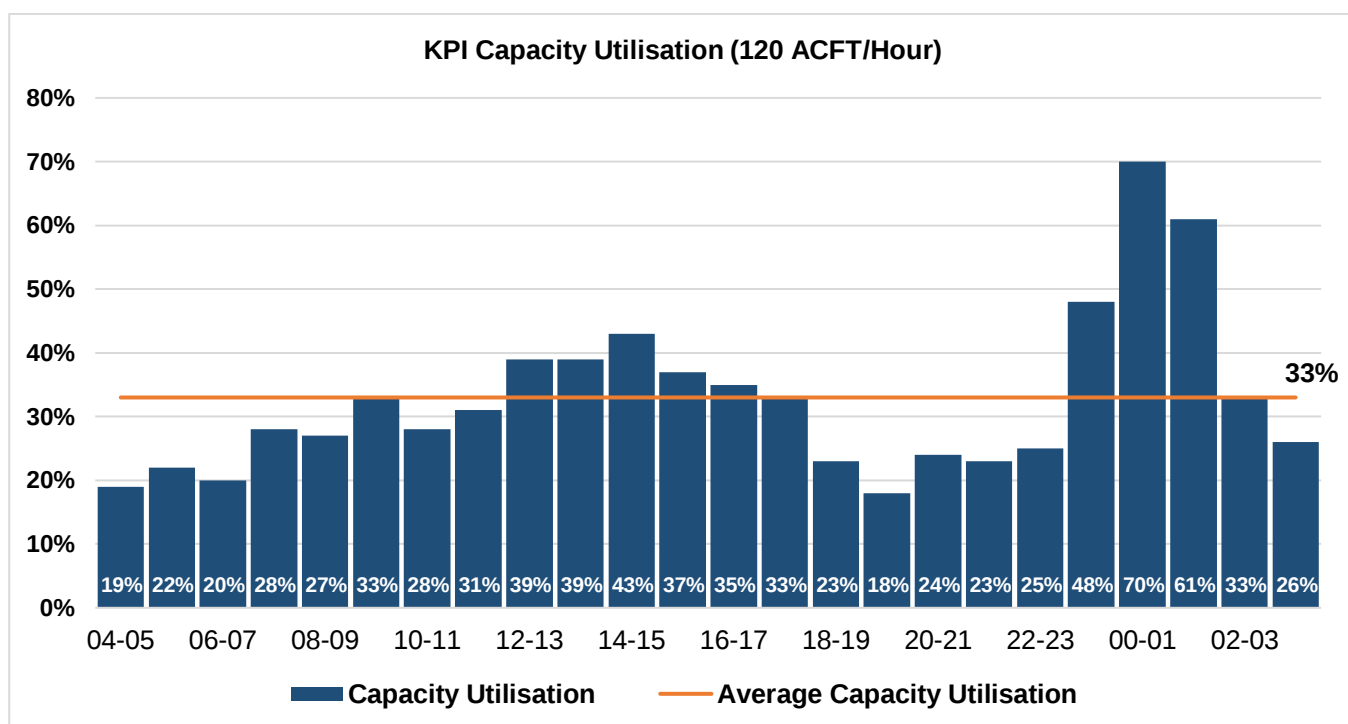
5.1 KPI–Capacity Utilization.

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
2025	34	33	33	33	29	34	35	35	34	34	33	32
2026	33											

Capacity Utilization **January 2026 33%**



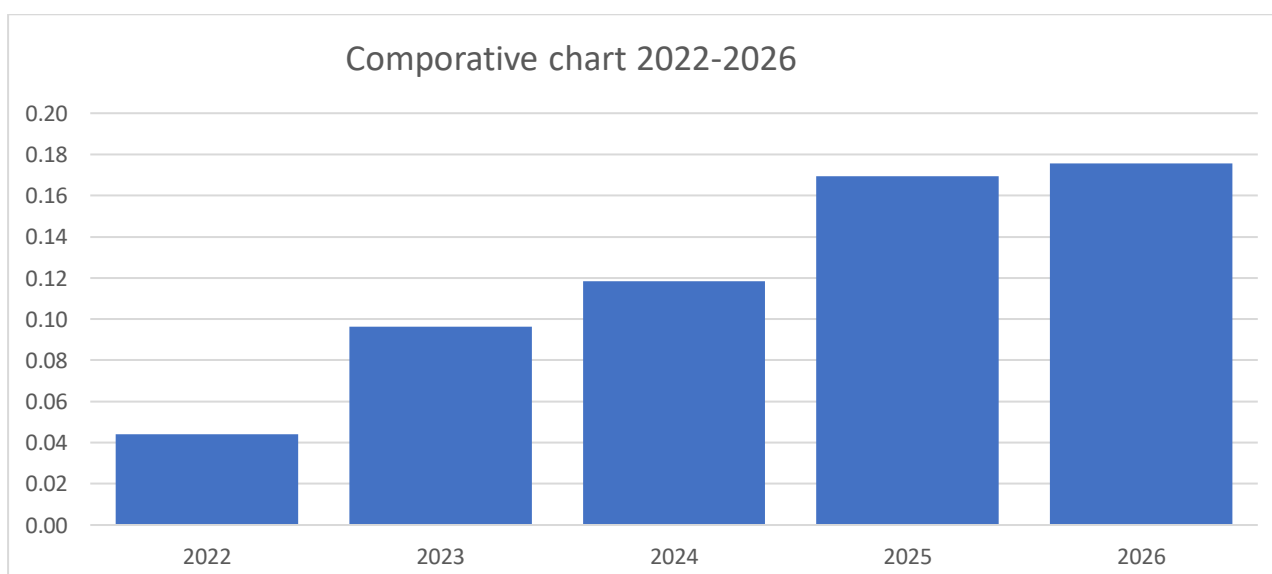
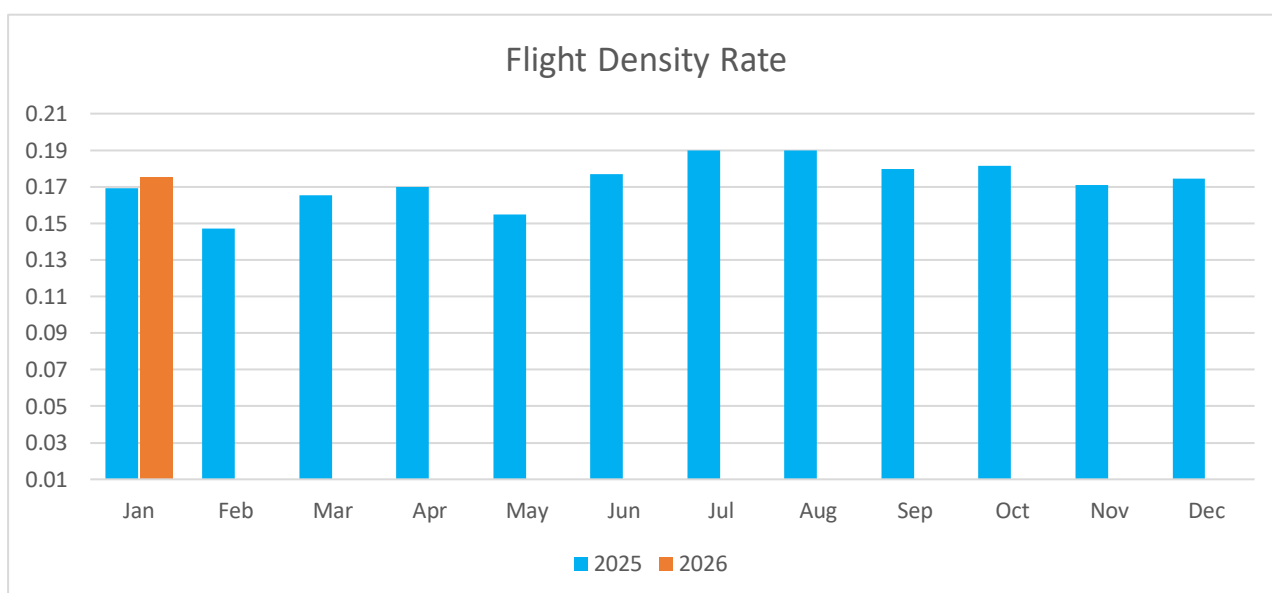
5.2 KPI-Analysis of Flight Density Rate

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
2025	0,17	0,15	0,17	0,17	0,15	0,18	0,19	0,19	0,18	0,18	0,17	0,17
2026	0,18											



5.3. KPI – Total Distance flown.

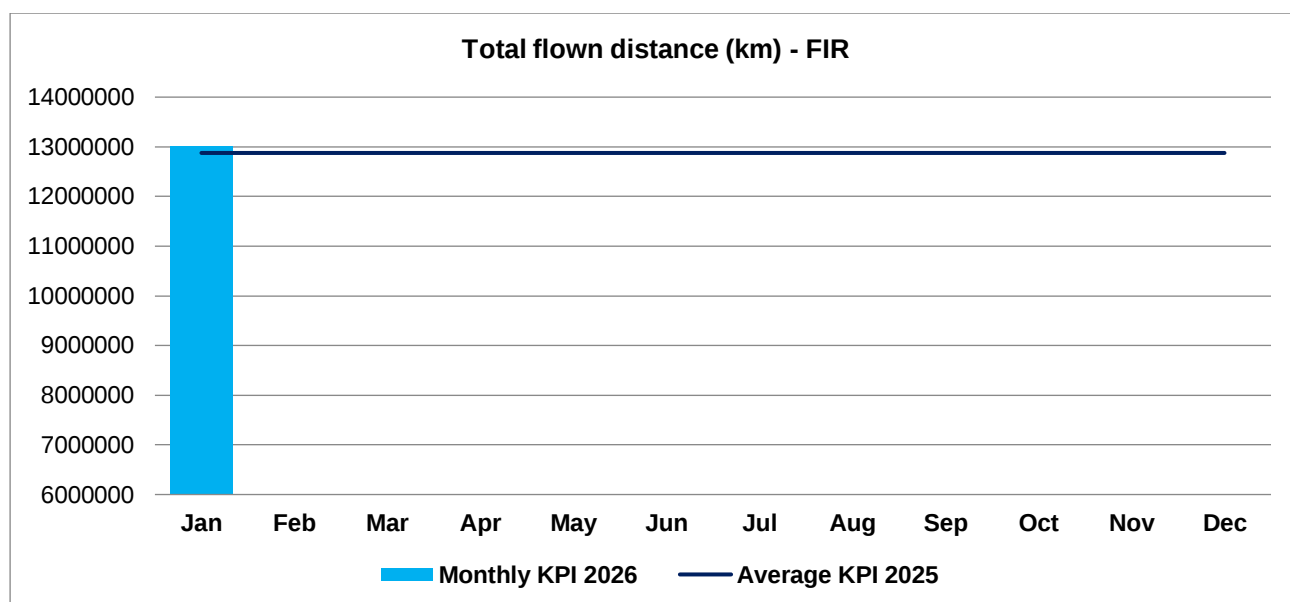
KPI-Flown distance is a total flown distance. KPI is km.

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
2025	12692734	11024454	12489047	12773111	11415346	13221213
2026	13008472					

	Jul	Aug	Sep	Oct	Nov	Dec
2025	14181813	14164772	13353776	13522812	12733276	12939253
2026						

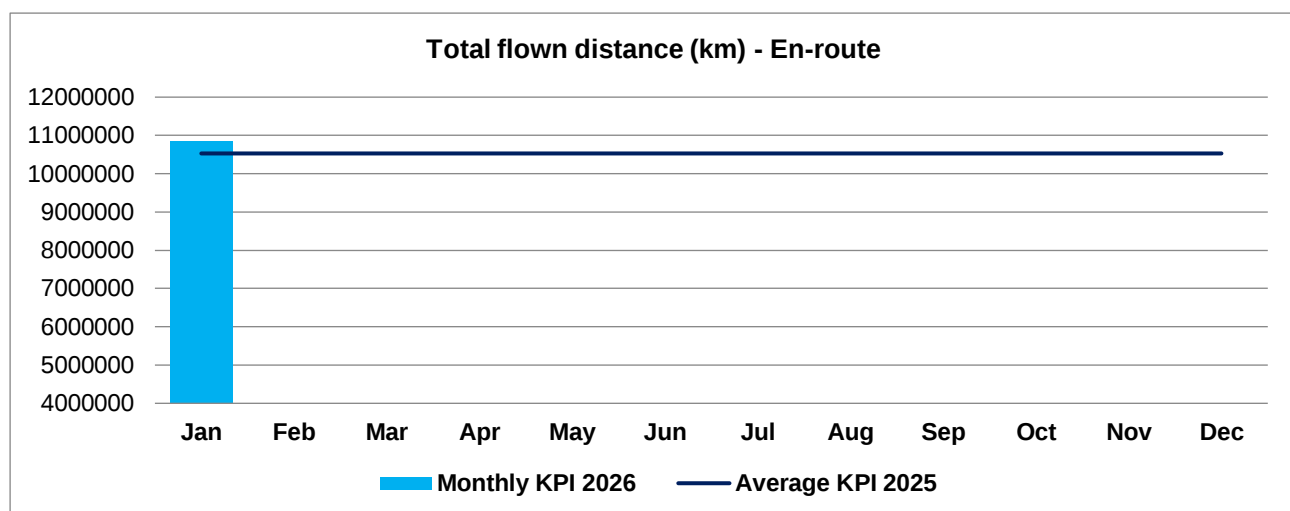


5.3.2 KPI – Total Distance flown - En-route traffic.

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

	Jan	Feb	Mar	Apr	May	Jun
2025	10683875	9224010	10493941	10627228	9079039	10664225
2026	10839797					

	Jul	Aug	Sep	Oct	Nov	Dec
2025	11358348	11352040	10731375	11062763	10408275	10661675
2026						

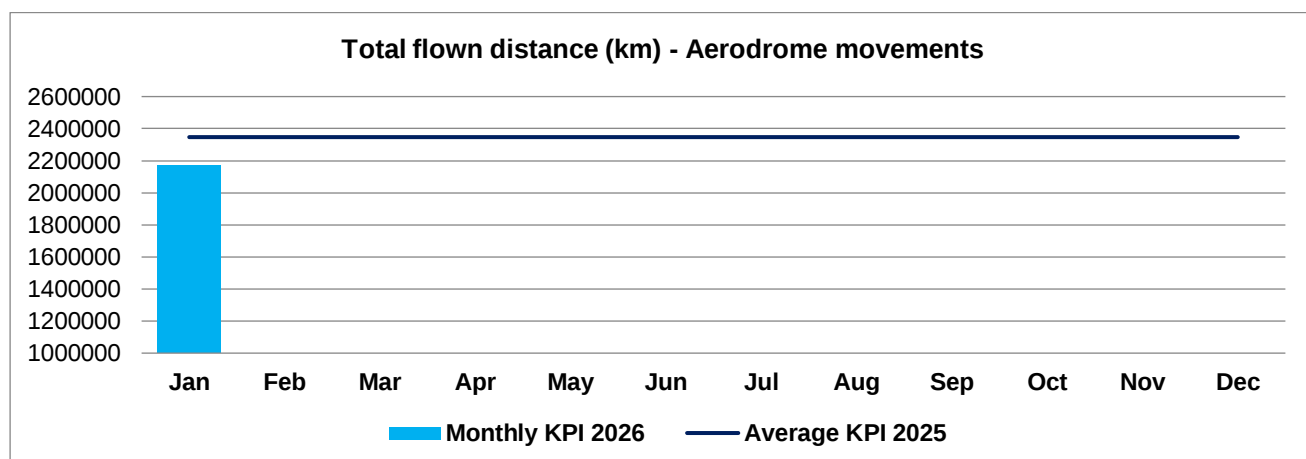


5.3.3 KPI – Total Distance flown - Aerodrome movements.

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

	Jan	Feb	Mar	Apr	May	Jun
2025	2008859	1800444	1995106	2145883	2336307	2556988
2026	2168675					

	Jul	Aug	Sep	Oct	Nov	Dec
2025	2823465	2812732	2622401	2460049	2325001	2277578
2026						



5.4 KPI-Average flown distance per ACFT

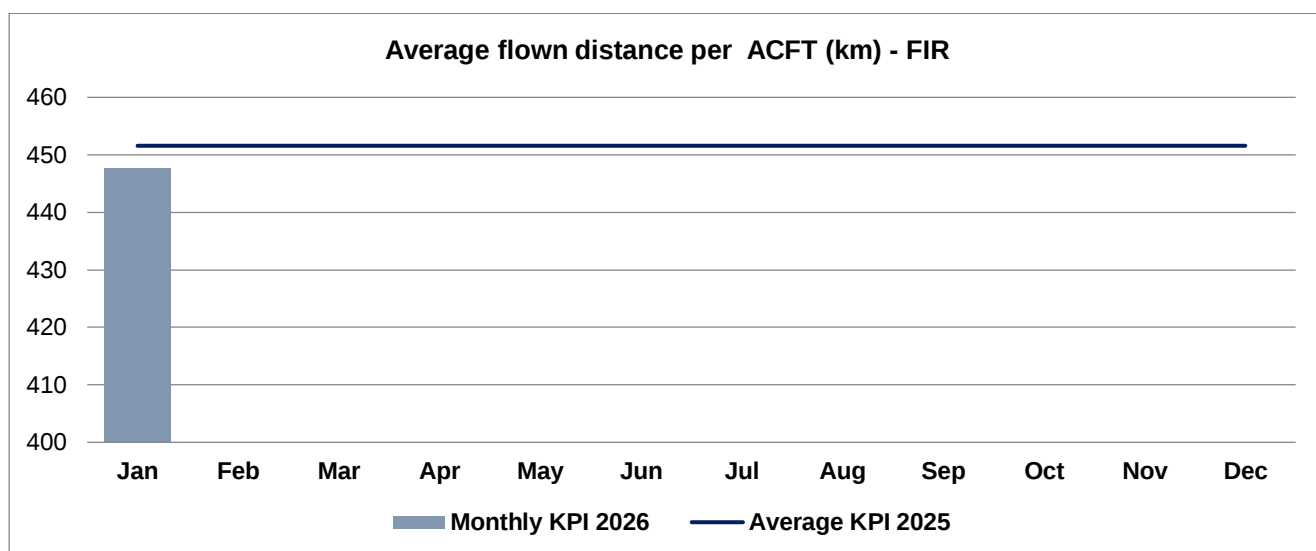
KPI- Average flown distance is calculation of average distance flown by ACFT by the following formula: the value of “total flown distance in kilometers” is divided by the value of “number of ACFT”. KPI is km/ACFT.

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
2025	453	453	457	455	446	452	452	451	450	450	450	449
2026	448											

KPI - Average flown distance (FIR) **January 2026 –448 km/ACFT**

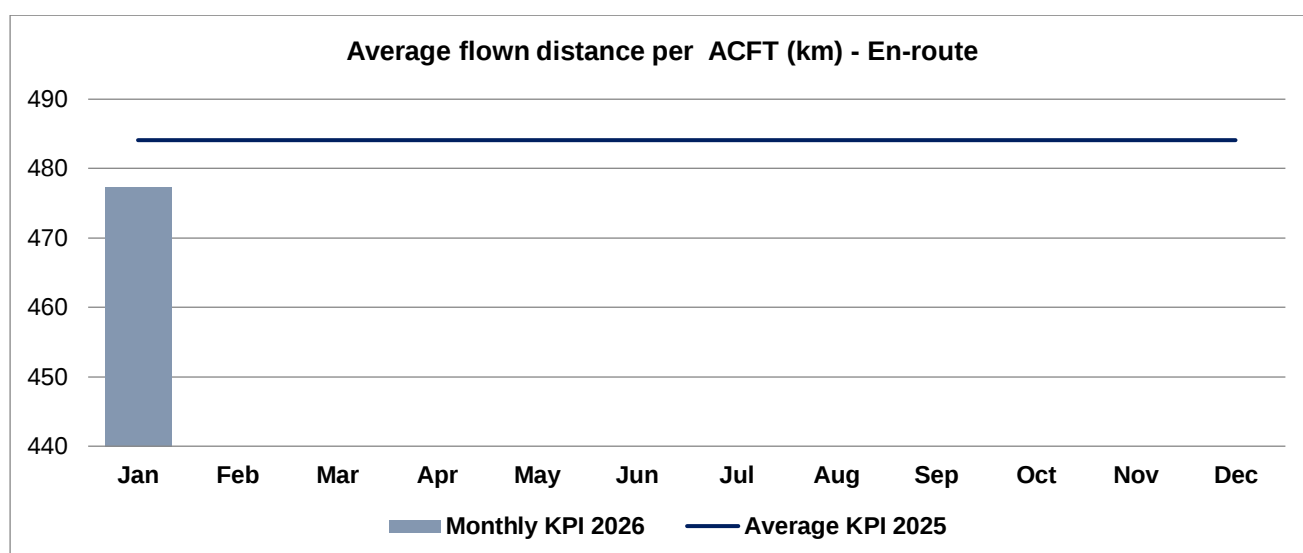


5.4.2 KPI - Average flown distance (ENR)

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
2025	482	481	487	485	482	485	486	486	485	484	484	480
2026	477											

KPI - Average flown distance (ENR) **January 2026 – 477 km/ACFT.**

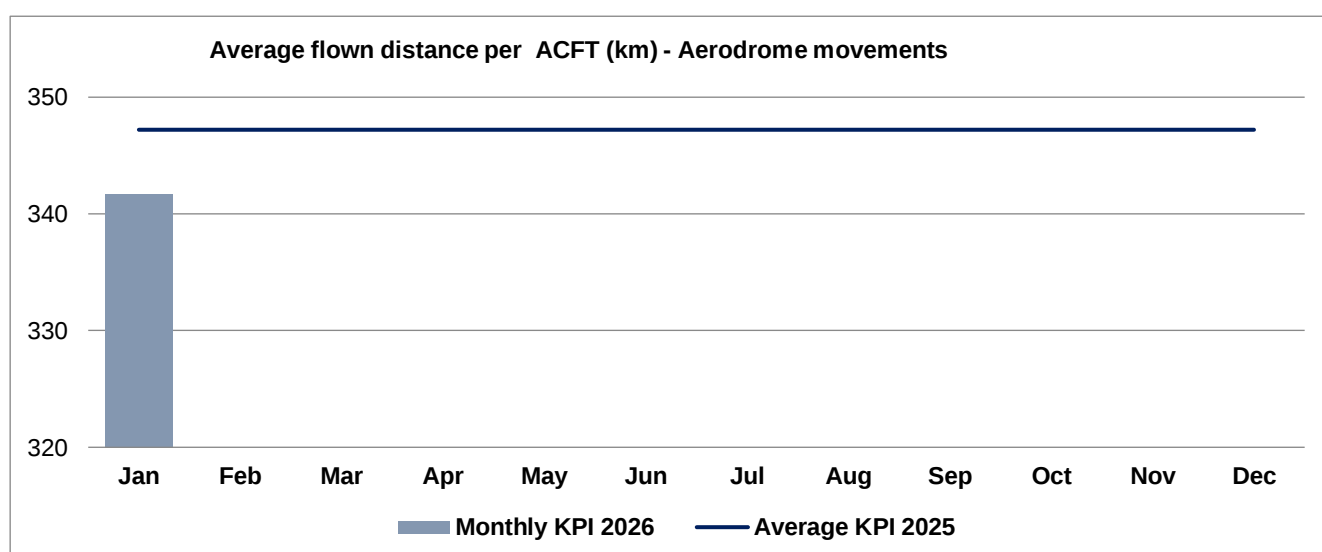


5.4.3. KPI- Average flown distance (AD)

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
2025	344	350	345	348	346	352	355	351	345	342	342	344
2026	342											

KPI - Average flown distance (AD) **January 2026 – 342 km/ACFT**



5.5 KPI –Total IFR/hours

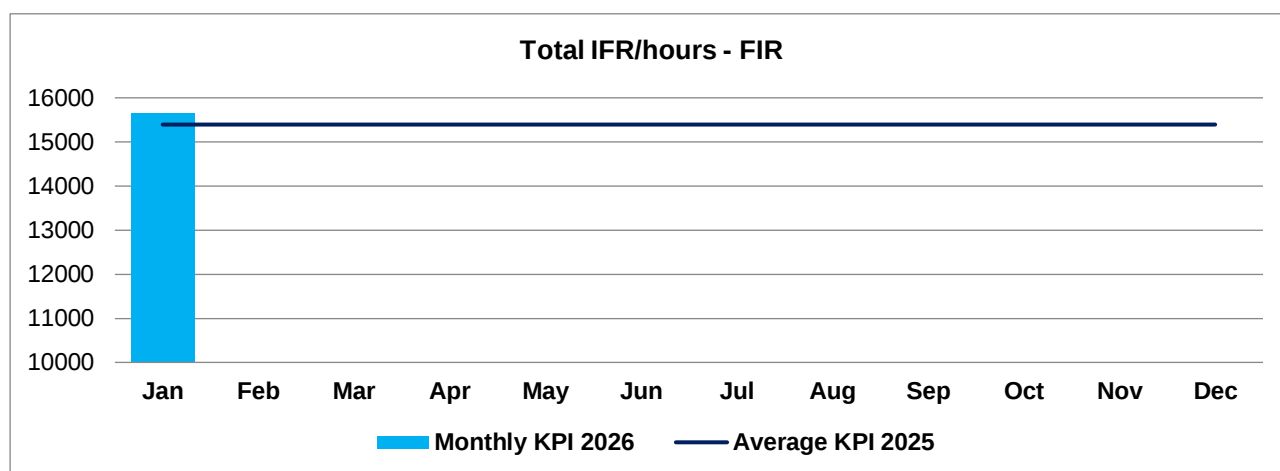
KPI- IFR/hours is a total flown IFR/hours. KPI is IFR/hours.

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
2025	15201	13178	14918	15290	13804	15807	16839	16819	15975	16170	15156	15575
2026	15648											

KPI - Total IFR/hours (FIR) **January 2026 –15 648 IFR/hours**

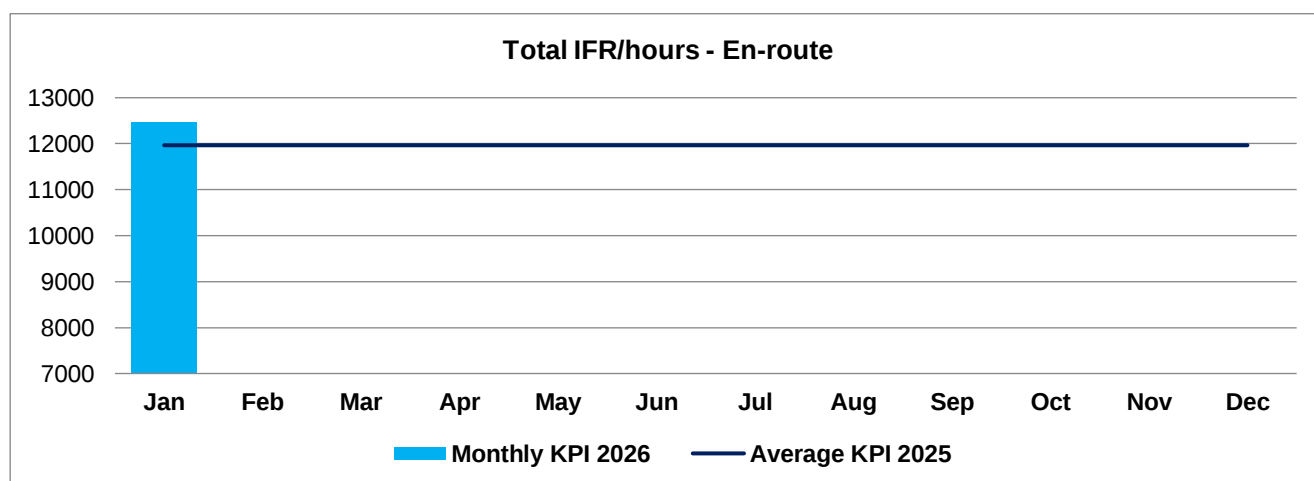


5.5.2 Total IFR/hours -Enroute

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
2025	12264	10542	11997	12123	10381	11995	12692	12719	12135	12586	11916	12243
2026	12461											

KPI - Total IFR/hours (ENR) **January 2026 –12 461 IFR/hours**

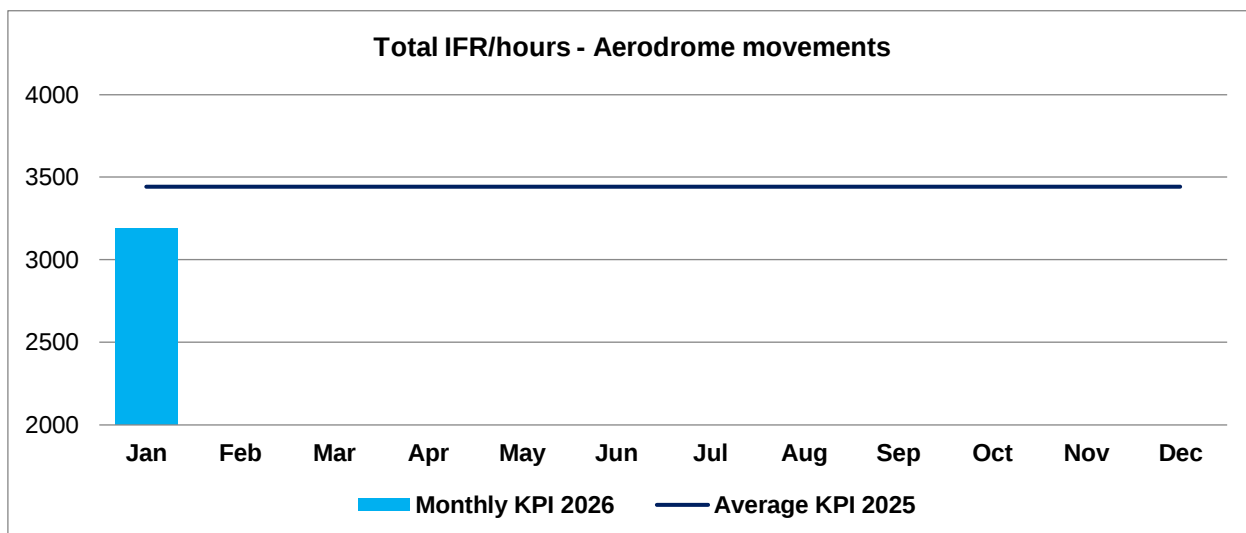


5.5.3 Total IFR/hours –Aerodrome movements

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
2025	2936	2636	2921	3167	3422	3812	4146	4100	3839	3585	3421	3332
2026	3187											

KPI -Total IFR/hours (AD) **January 2026 –3187 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.

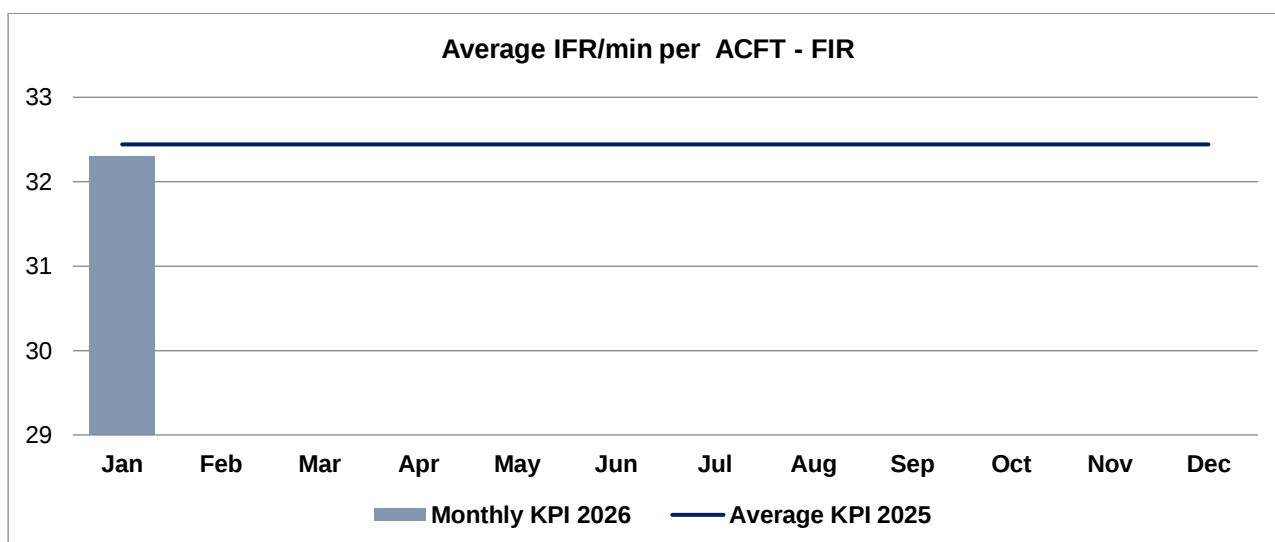
KPI - Average flown IFR/min per ACFT is calculation of average time flown by ACFT by the following formula: the value of “total flown time in minutes” is divided by the value of “number of ACFT”. KPI is min/ACFT.

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
2025	33	33	33	33	32	32	32	32	32	32	33	32
2026	32											

KPI - Average IFR/min per ACFT (FIR) **January 2026 - 32 min/ACFT**

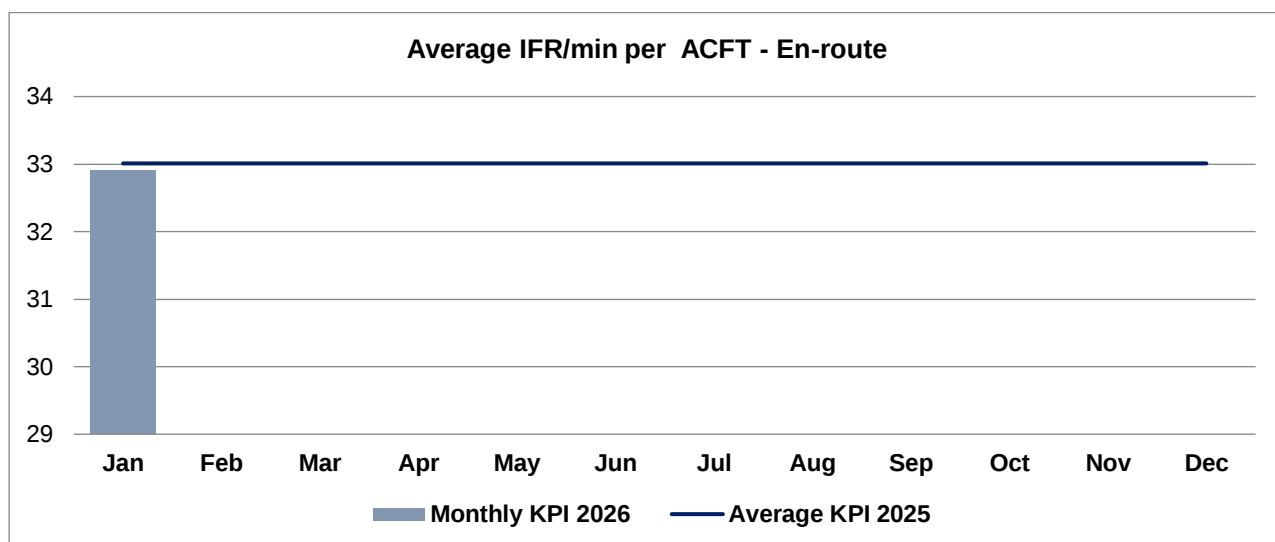


5.6.2 Average IFR/min per ACFT – En-route

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
2025	33	33	33	33	33	33	33	33	33	33	33	33
2026	33											

KPI - Average IFR/min per ACFT (ENR) **January 2026 - 33 min/ACFT**

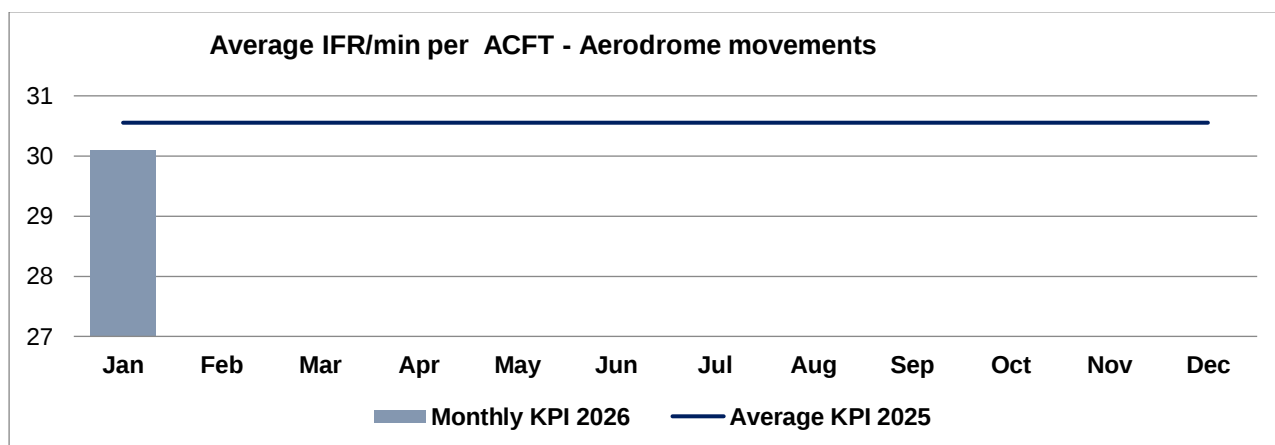


5.6.3 Average IFR/min per ACFT – Aerodrome movements

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
2025	30	31	30	31	30	31	31	31	30	30	30	30
2026	30											

KPI - Average IFR/min per ACFT (AD) **January 2026 – 30 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.

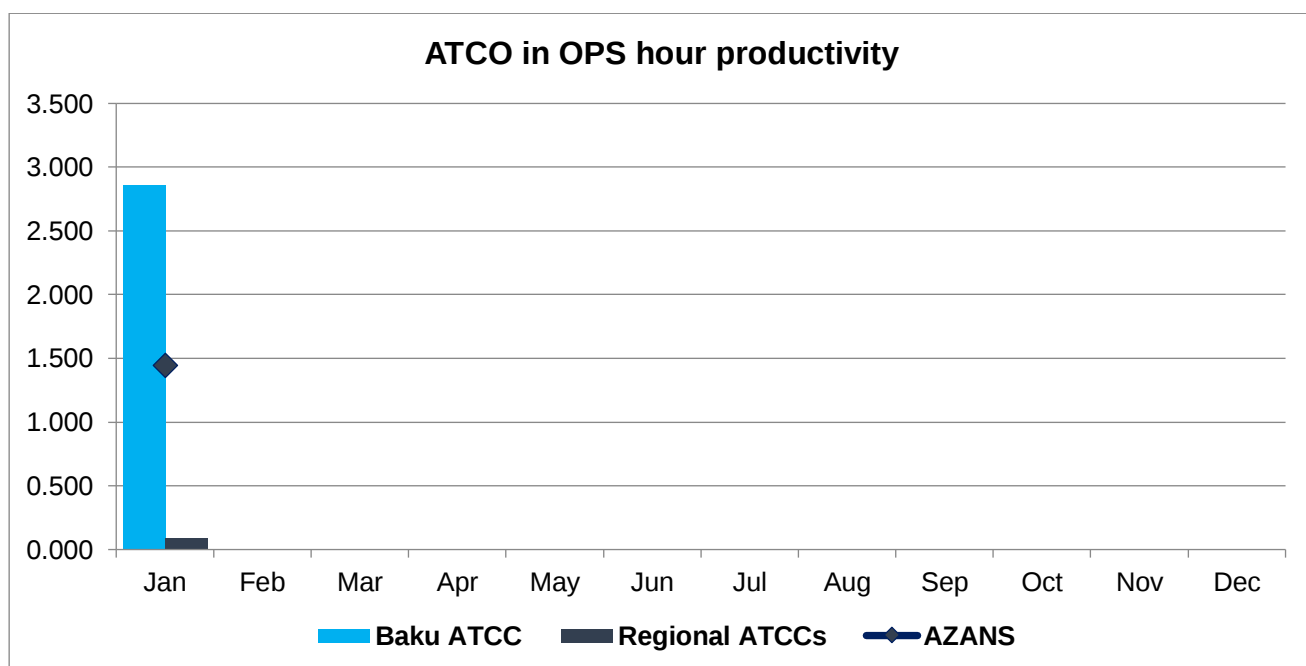
Furthermore, advances in technology are now focusing more than ever on reducing the workload of ATCOs in OPS to enable them to safely manage higher levels of traffic in a given volume of airspace. Training associated with the introduction of technology, however, can lead to short-term reductions in productivity.

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”

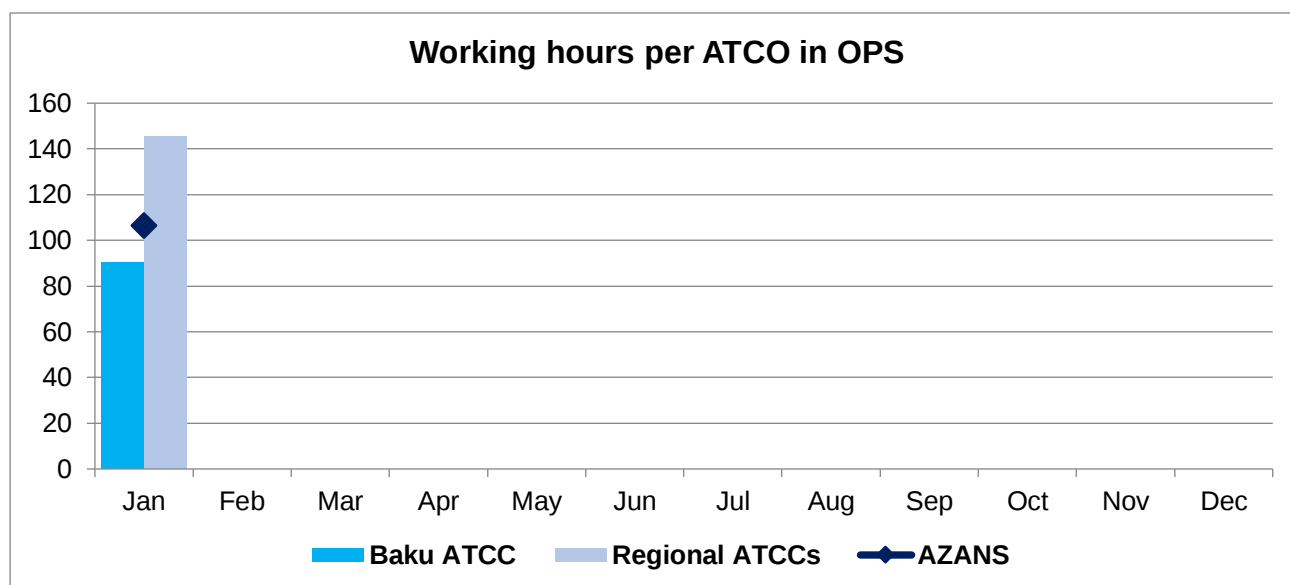
ATCO in OPS hour productivity (AZANS) January 2026	1,446
ATCO in OPS hour productivity (Baku ATCC) January 2026	2,859
ATCO in OPS hour productivity (Regional ATCCs) January 2026	0,095



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”

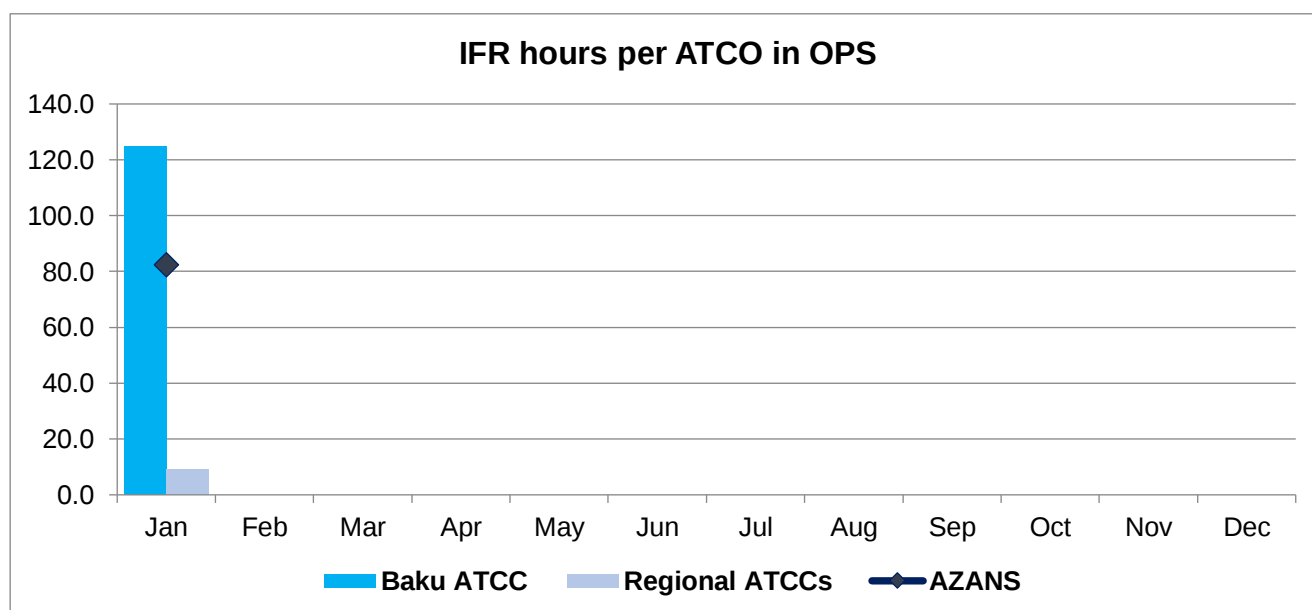
Working hours per ATCO in OPS (AZANS) January 2026	106,4
Working hours per ATCO in OPS (Baku ATCC) January 2026	90,5
Working hours per ATCO in OPS (Regional ATCCs) January 2026	145,4



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”

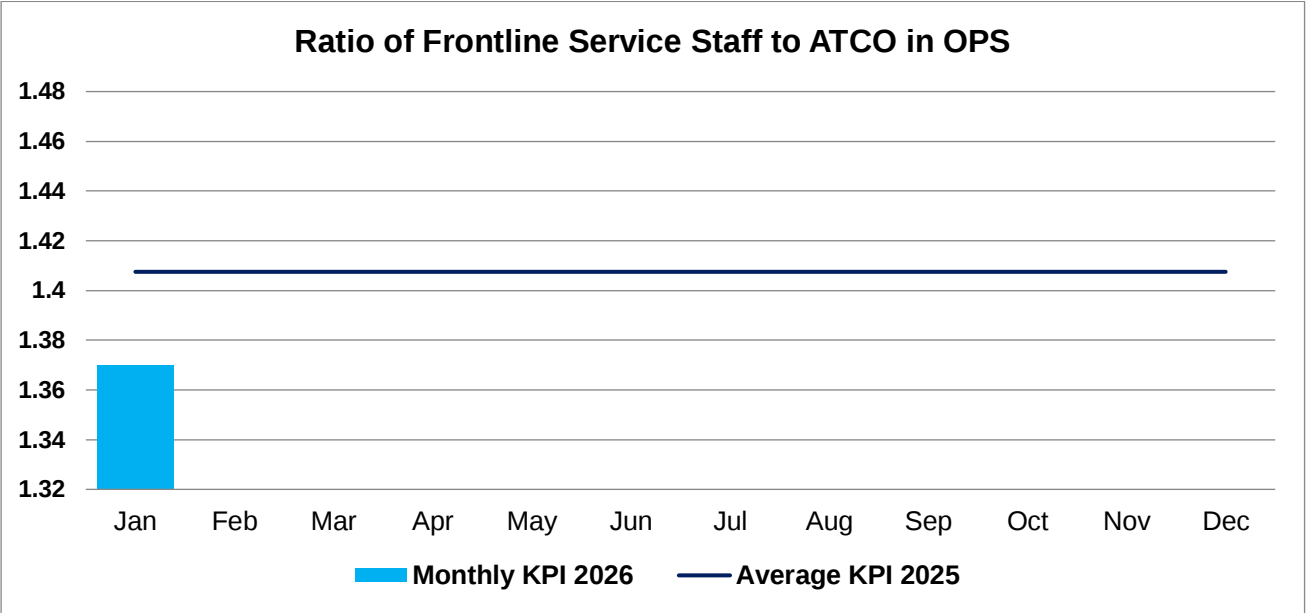
IFR hour per ATCO in OPS (AZANS) January 2026	82,4
IFR hour per ATCO in OPS (Baku ATCC) January 2026	124,8
IFR hour per ATCO in OPS (Regional ATCCs) January 2026	9,2



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 **January 2026 1.37**

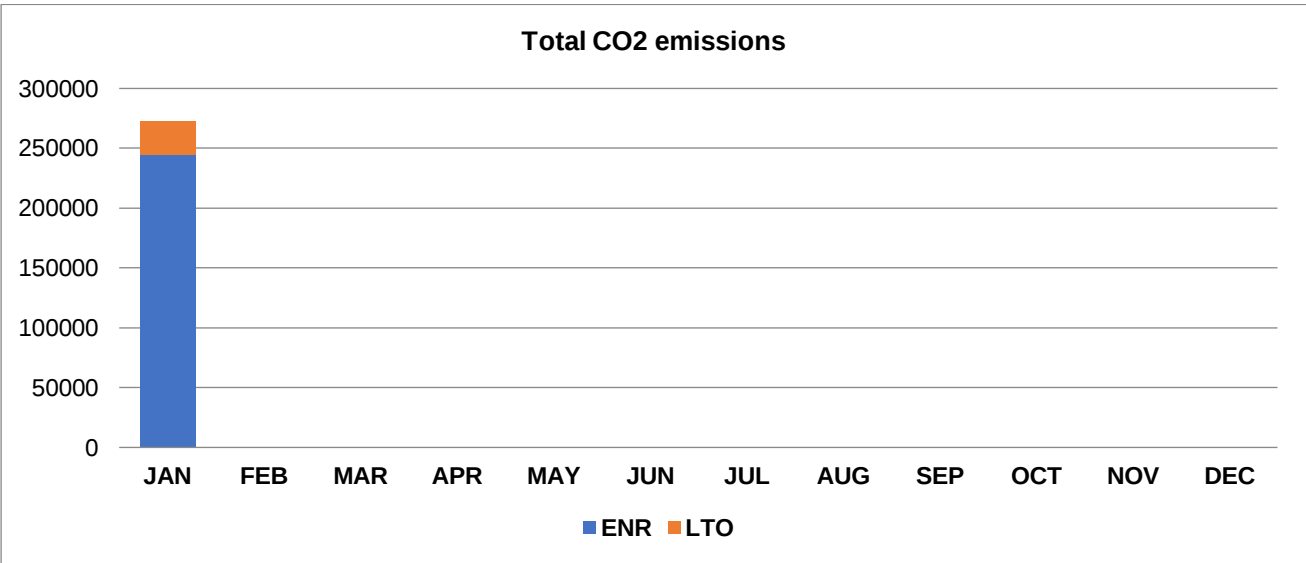


5.8 CO2 emissions

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

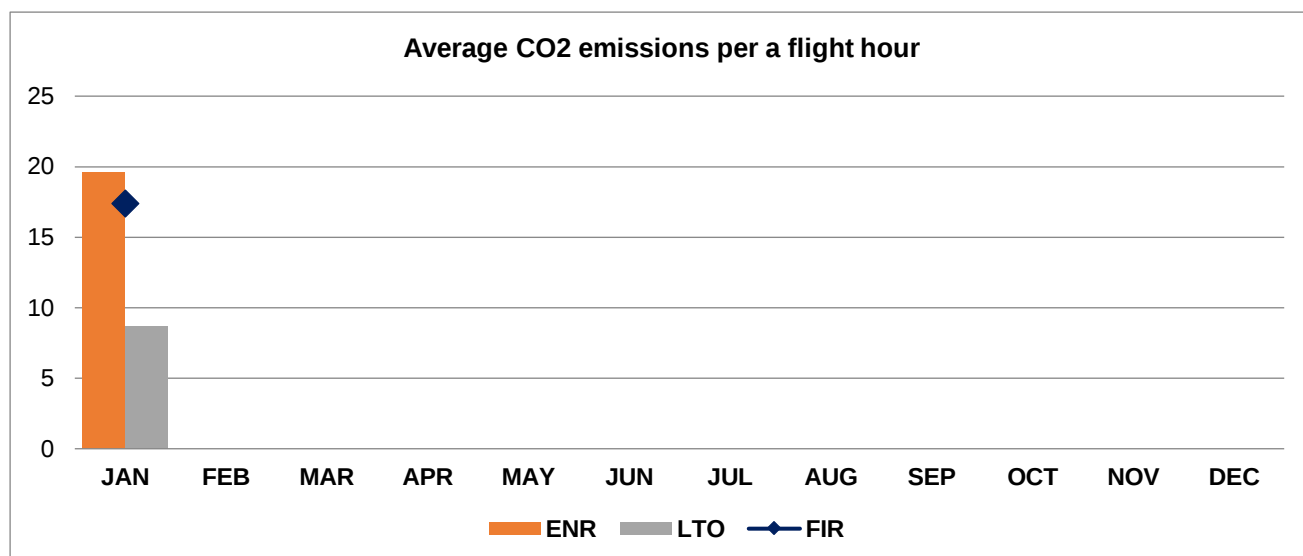
5.8.1 Total CO2 emissions

Total CO2 emissions (FIR) January 2026	272 014 tons
Total CO2 emissions (ENR) January 2026	244 291 tons
Total CO2 emissions (LTO) January 2026	27 723 tons



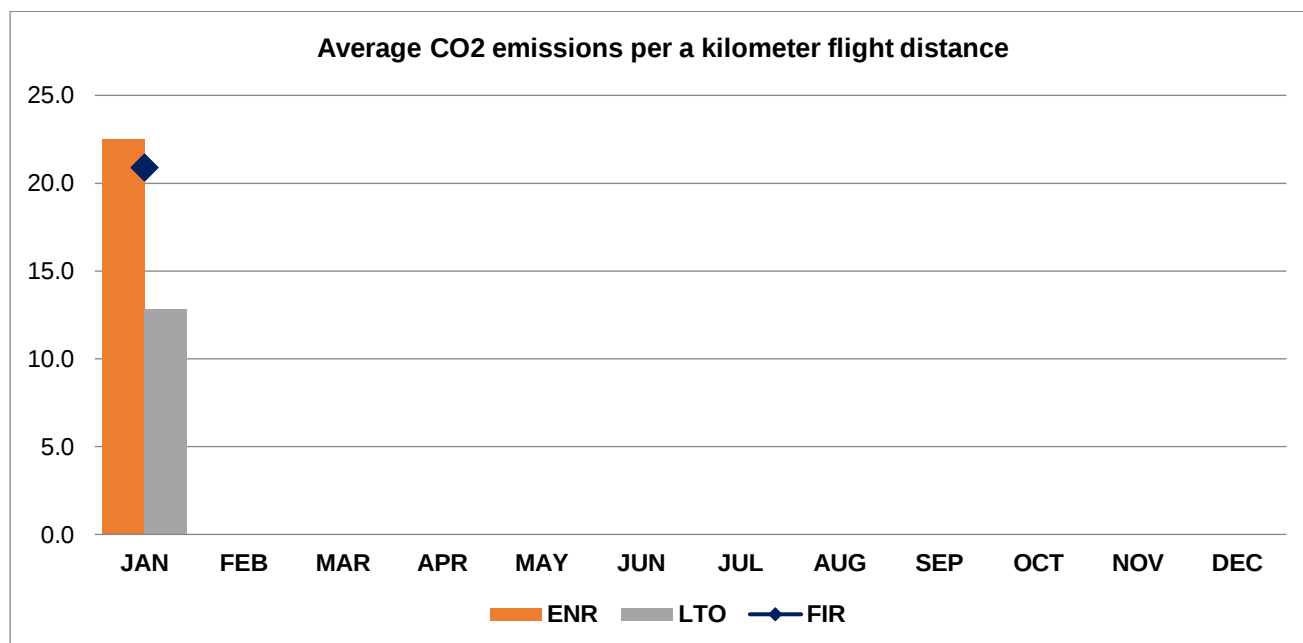
5.8.2 CO2 emissions per a flight hour

CO2 emissions per a flight hour (FIR)	January 2026	17.4 ton/hour
CO2 emissions per a flight hour (ENR)	January 2026	19.6 ton/hour
CO2 emissions per a flight hour (LTO)	January 2026	8.7 ton/hour



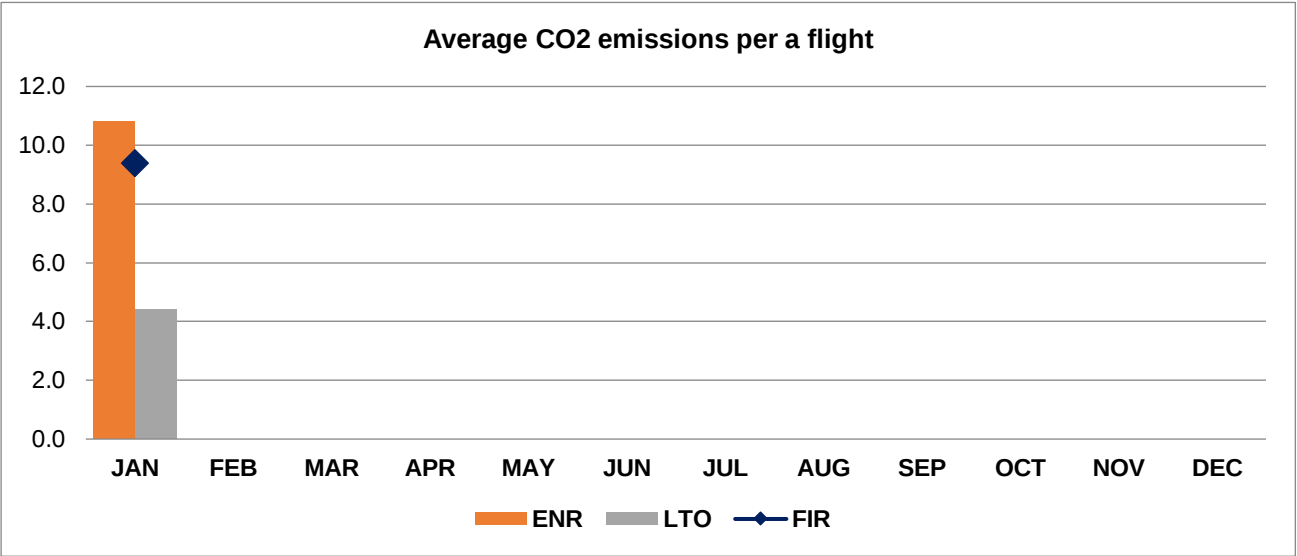
5.8.3 CO2 emissions per a kilometer flight distance

CO2 emissions per a kilometer flight distance (FIR)	January 2026	20.9 kg/km
CO2 emissions per a kilometer flight distance (ENR)	January 2026	22.5 kg/km
CO2 emissions per a kilometer flight distance (LTO)	January 2026	12.8 kg/km



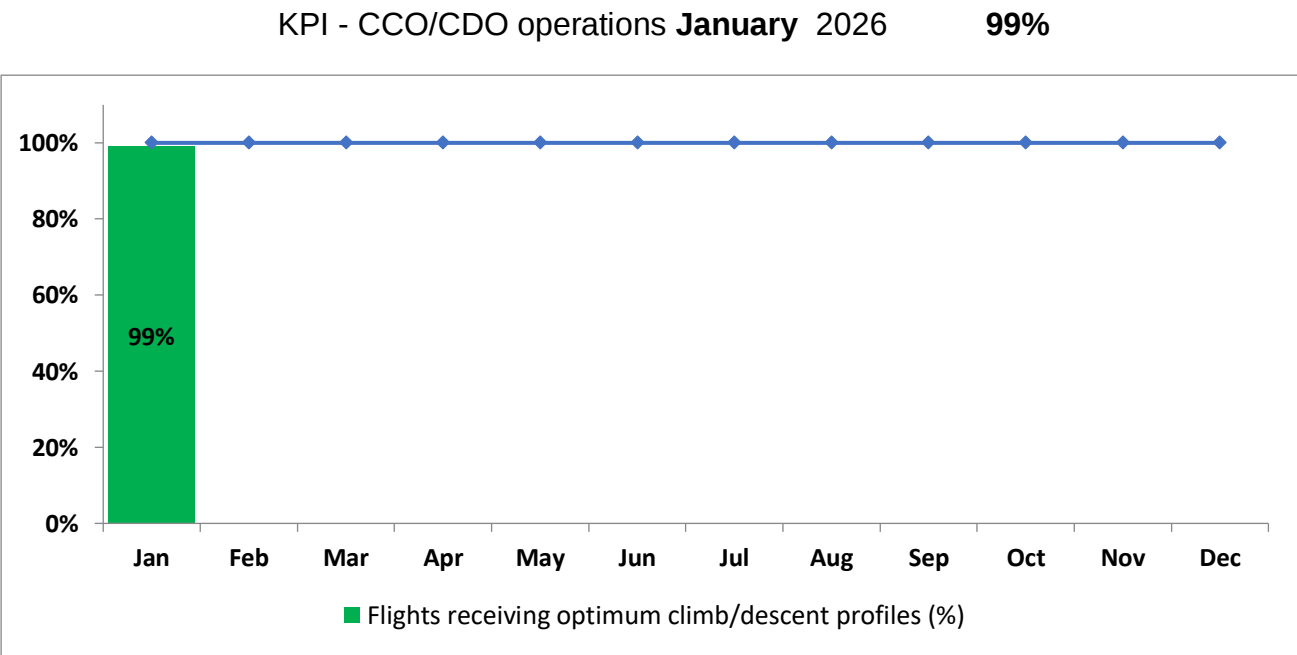
5.8.4 CO2 emissions per a flight

CO2 emissions per a flight (FIR)	January 2026	9.4	ton/flight
CO2 emissions per a flight (ENR)	January 2026	10.8	ton/flight
CO2 emissions per a flight (AD)	January 2026	4.4	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.



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)	January 2026	230 Airlines.
KPI - Number of airspace users (ENR)	January 2026	207 Airlines
KPI - Number of airspace users (AD)	January 2026	68 Airlines.

