



Airspace  
Supervision &  
Efficiency  
Center



# **Air Traffic Statistics Report June 2026**

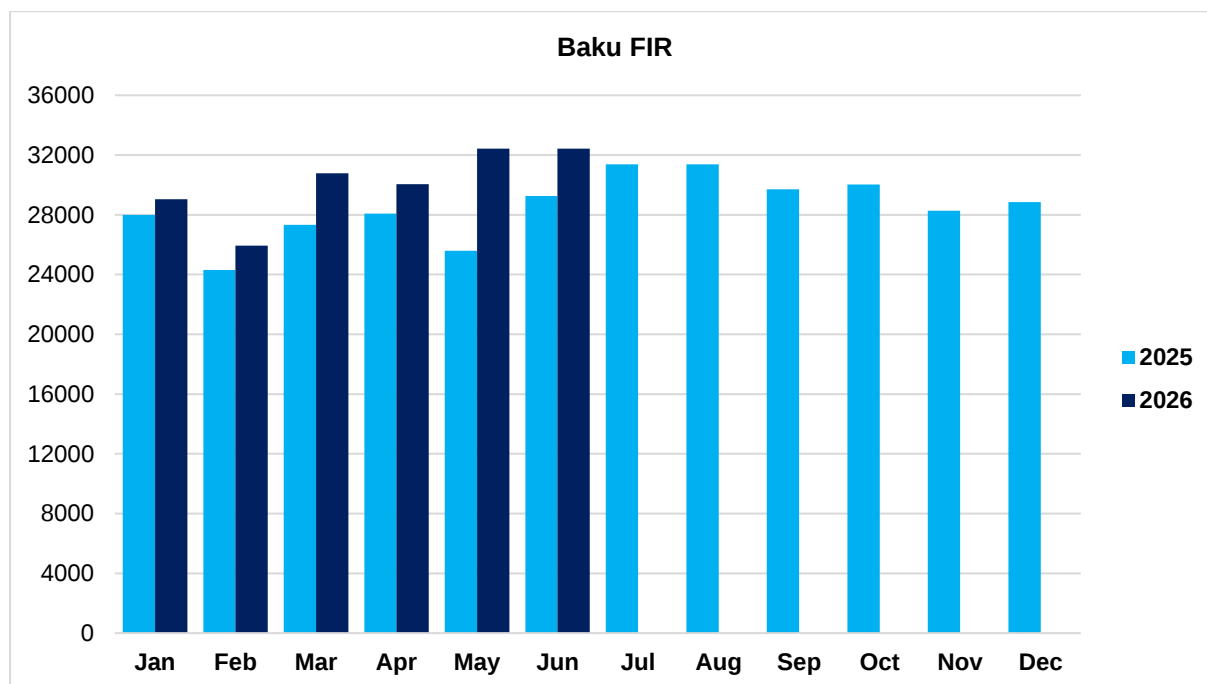
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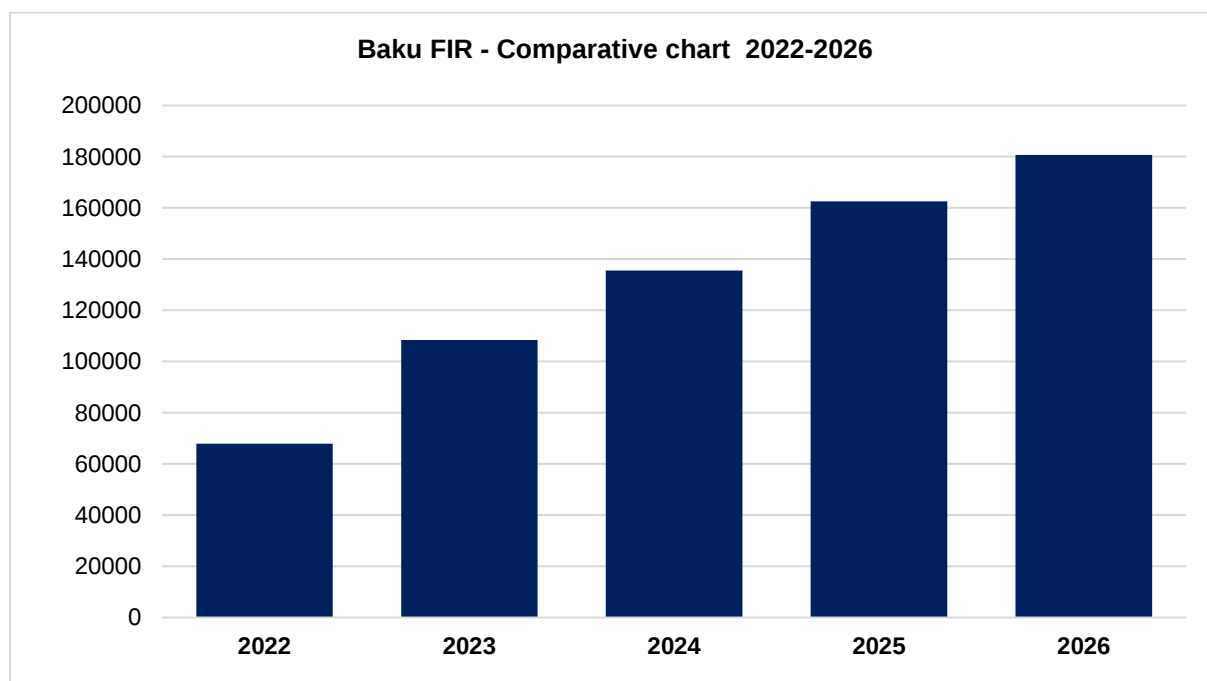
## 1 Baku FIR Air Traffic Statistics Data (IFR movements).

### 1.1 General Air Traffic Statistics Data

The number of IFR movements within Baku FIR recorded in June is **32 430** ACFT. Average number of IFR movements per day is **1 081** ACFT (Peak day, June 20, 2026 **1 138** ACFT; low day, June 08, 2026 – **995** ACFT). Comparison with **June 2025 - +10,8 %**.

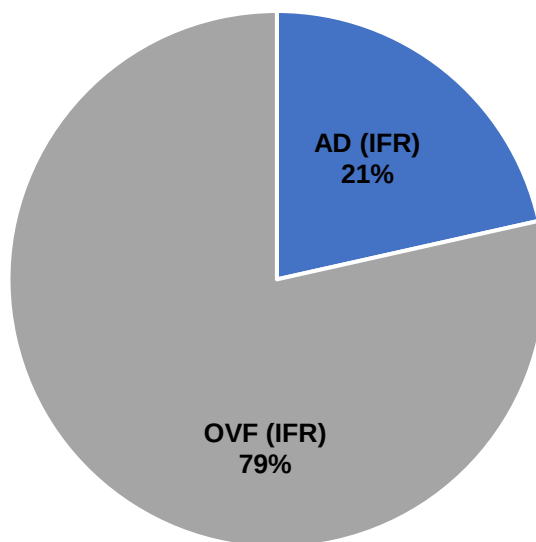


The number of IFR movements within Baku FIR recorded for the **six** months of 2026 is **180 672** ACFT. The average number of IFR movements per day is **998** ACFT. Comparison with the same period of 2025 – **+11,1 %**.

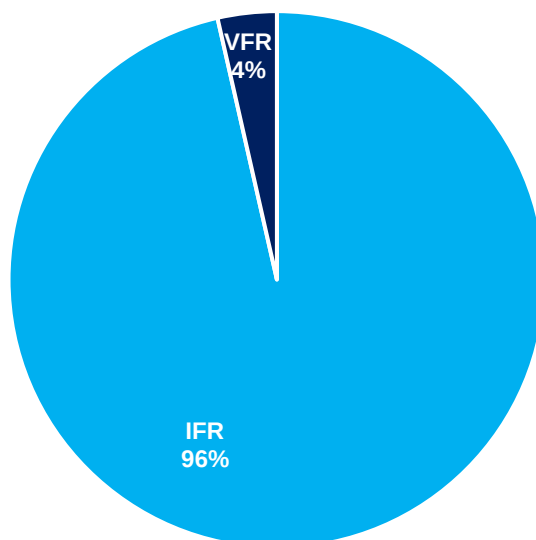


## 1.2 Traffic Segments.

**1.2.1** The number of IFR movements within Baku FIR recorded in June is **32 430** ACFT, where **25 458** ACFT are overflight traffic and **6 972** ACFT are aerodrome movements.



**1.2.2** Total number of movements within Baku FIR recorded in June is **33 626** ACFT, where **32 430** ACFT are IFR movements and **1196** ACFT are VFR movements. The average number of movements per day is **1121** ACFT. Comparison with June 2025 – **+11,0%**.

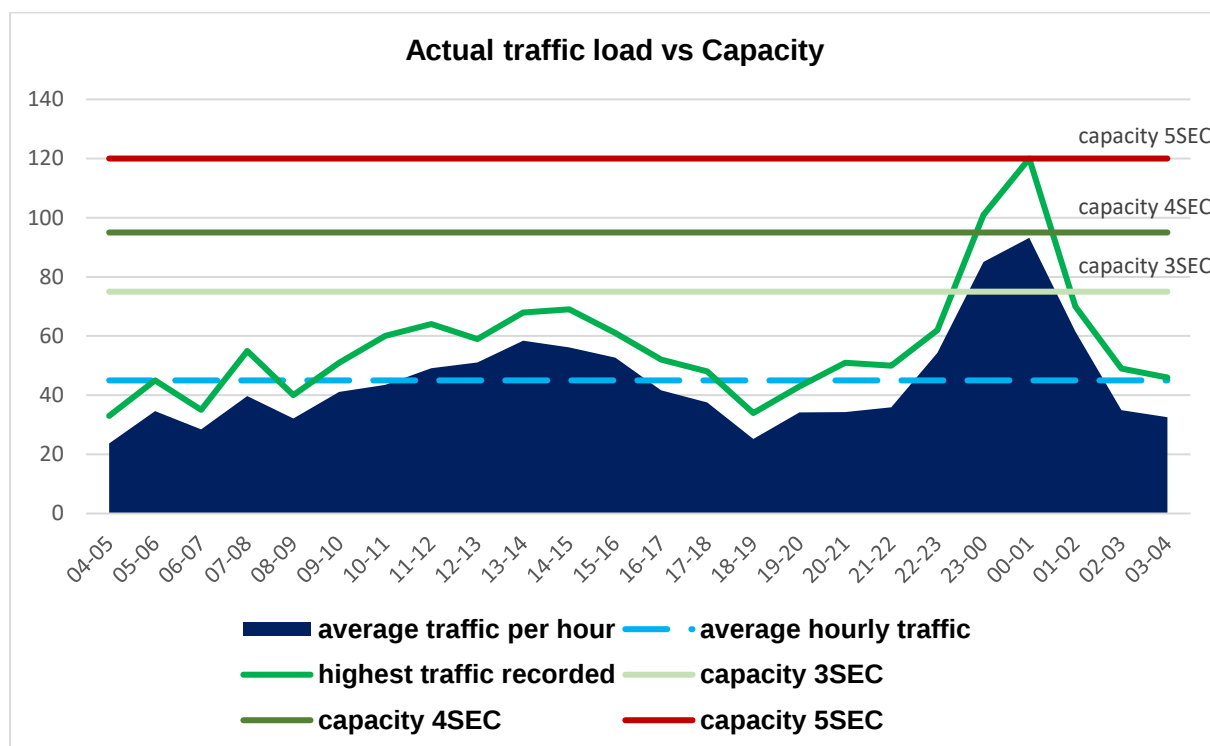


### 1.3 Capacity vs traffic demand

Highest traffic recorded **120 ACFT** (June 22, 2026 00:00-01:00)

|                                |             |                |
|--------------------------------|-------------|----------------|
| Peak hour (June average data): | 00:00-01:00 | <b>93 ACFT</b> |
|                                | 23:00-00:00 | <b>85 ACFT</b> |
|                                | 01:00-02:00 | <b>62 ACFT</b> |
|                                | 11:00-12:00 | <b>49 ACFT</b> |
|                                | 12:00-13:00 | <b>51 ACFT</b> |

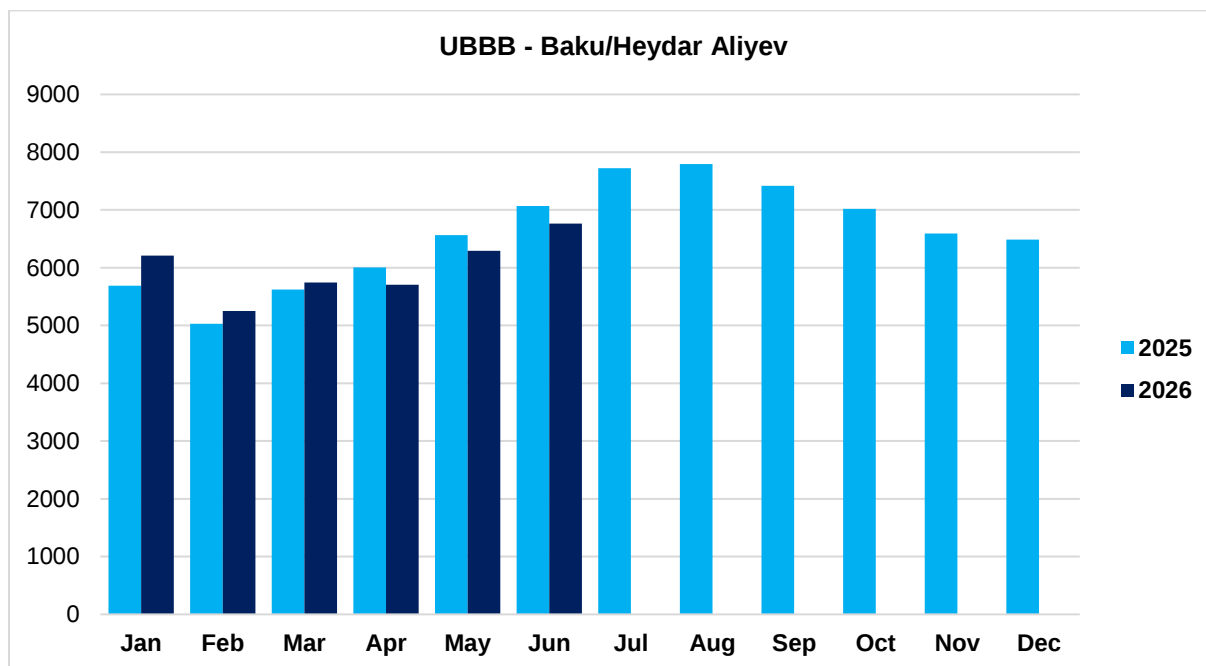
The following picture reflects the traffic demand by hour vs the capacity of Baku FIR.



## 2. Aerodrome Movements Statistics Data.

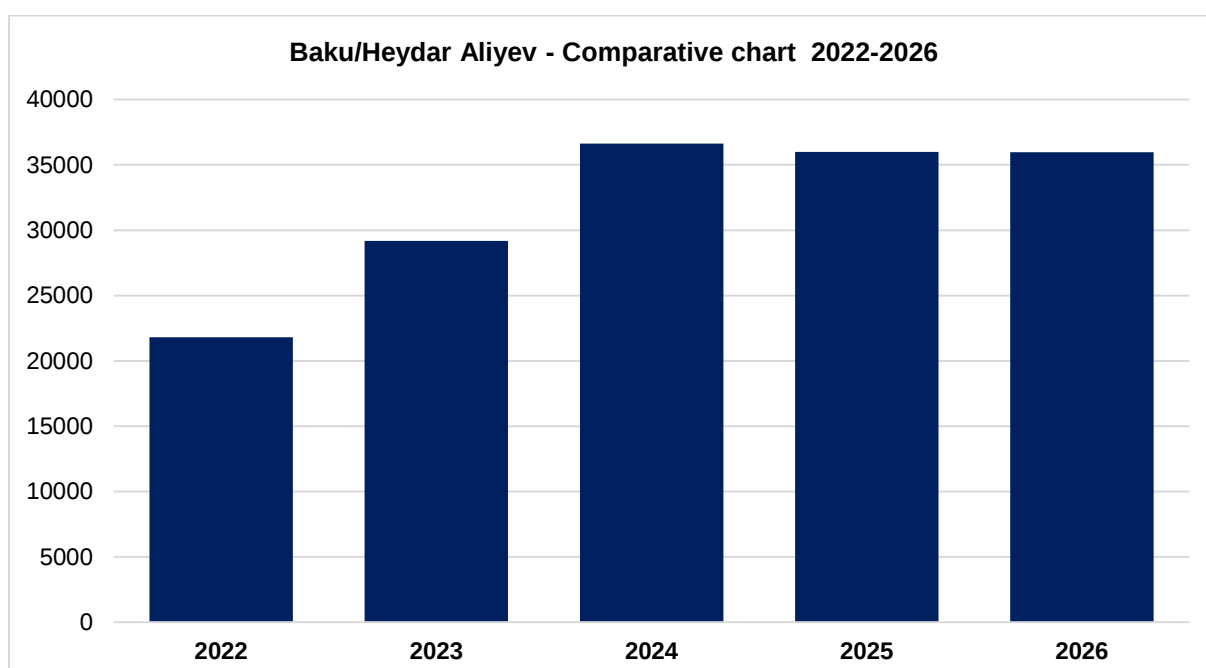
### 2.1 Heydar Aliyev International Airport.

The total number of movements at Baku/Heydar Aliyev International Airport recorded in June is **6 765** ACFT. Average number of movements per day is **226** ACFT (Peak day, June 20, 2026 -**252** ACFT; low day, June 08, 2026 –**188** ACFT). Comparison with **June 2025** – **- 4,3%**.

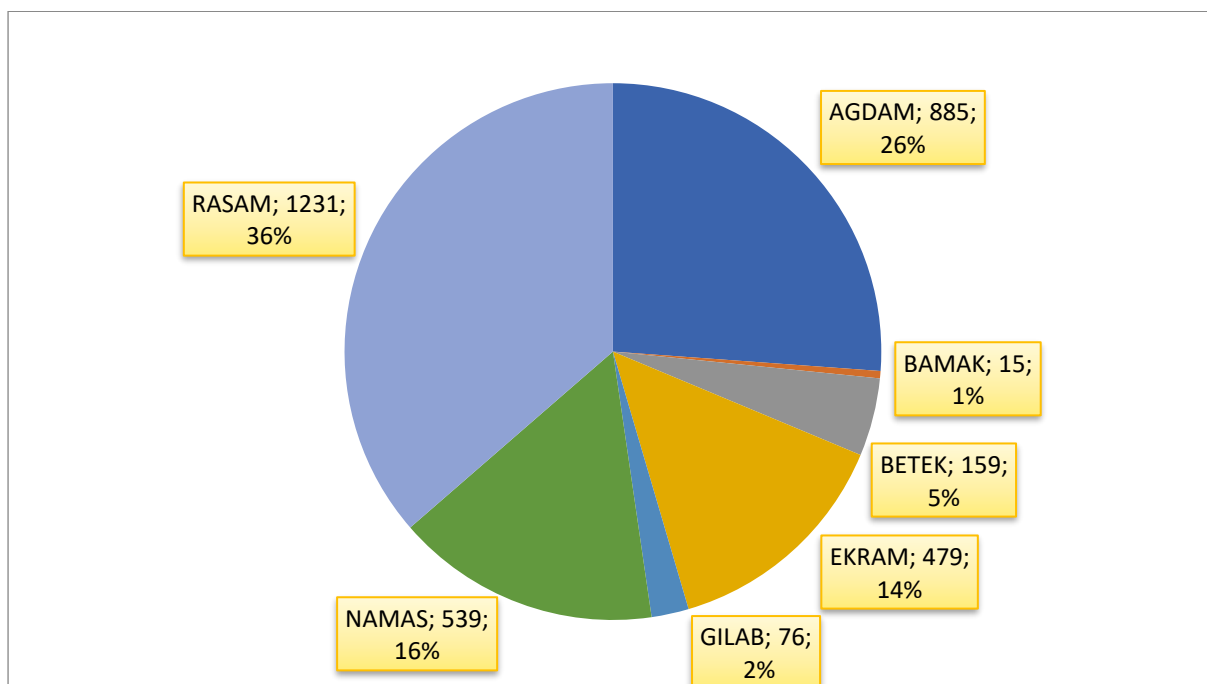


The number of movements at Baku/Heydar Aliyev International Airport recorded for the **six months** of 2026 is **35 967** ACFT. The average number of movements per day is **199** ACFT.

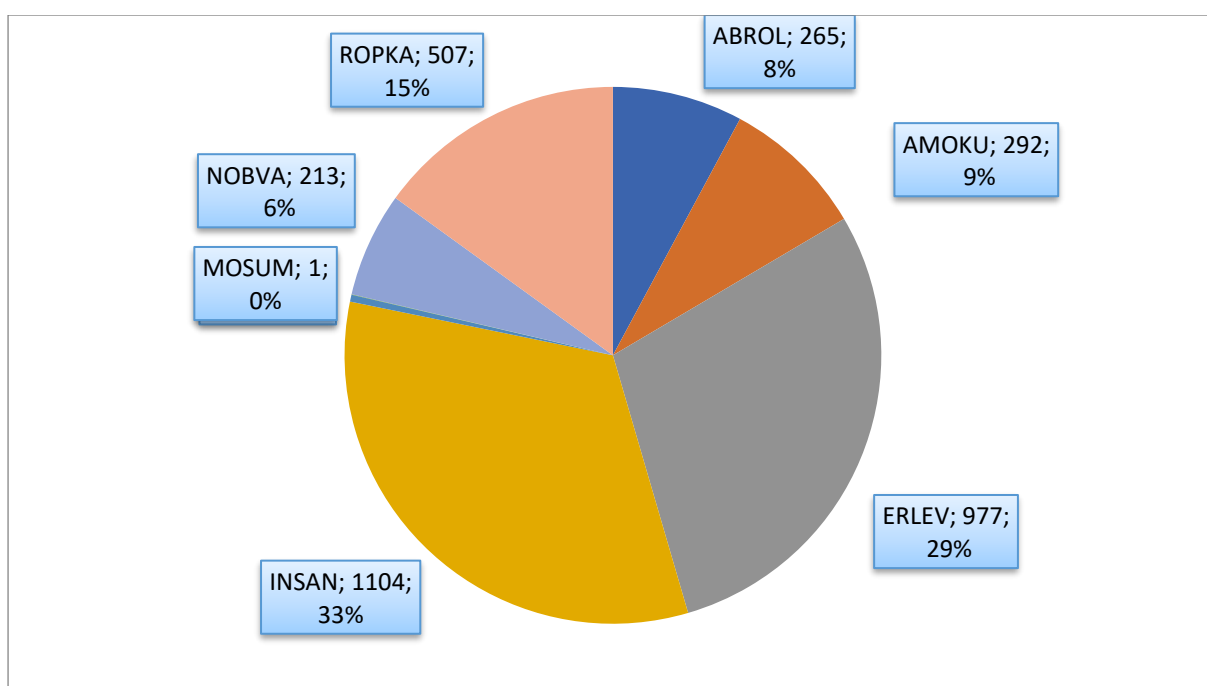
Comparison with the same period of 2025 – **-0,04%**.



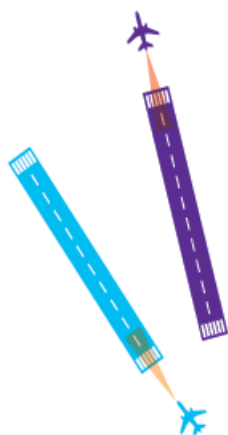
### 2.1.3 Air traffic flows – Load of SIDs.



### 2.1.4 Air traffic flows – Load of STARS.



### 2.1.5 Use of RWY 16/34 and 17/35



#### Takeoff:

|           |           |
|-----------|-----------|
| RWY 16/34 | 761 ACFT  |
| RWY 17/35 | 2624 ACFT |

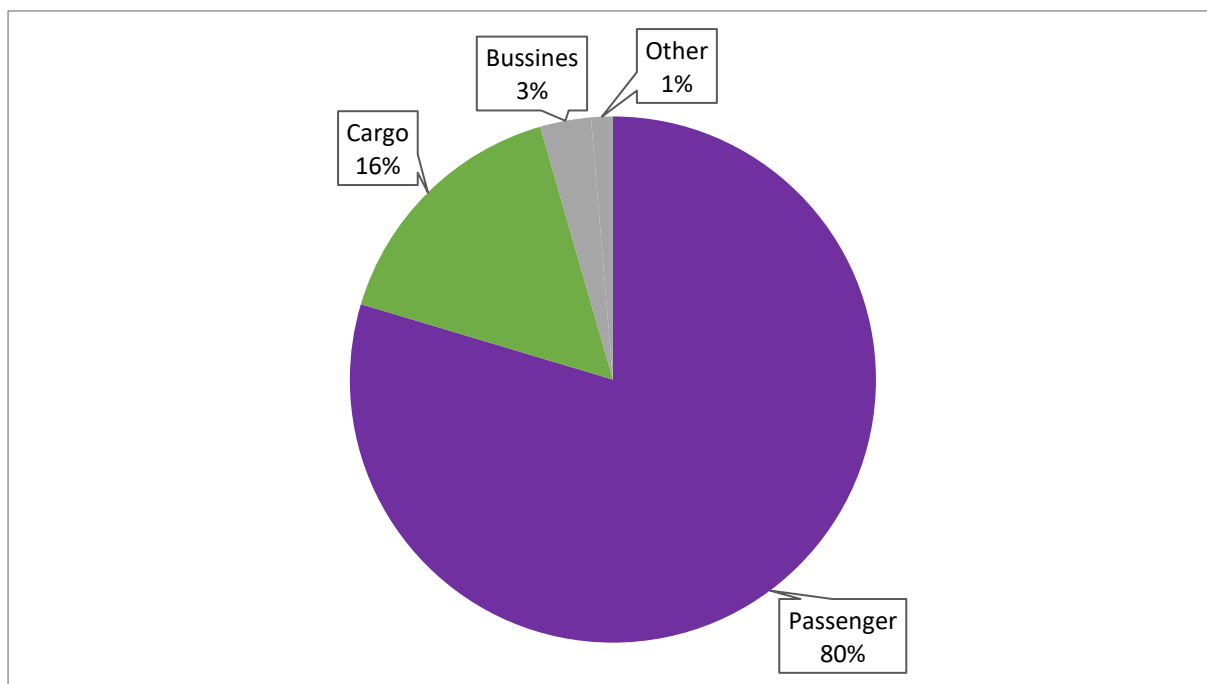
#### Landing:

|           |           |
|-----------|-----------|
| RWY 16/34 | 866 ACFT  |
| RWY 17/35 | 2508 ACFT |

#### Total:

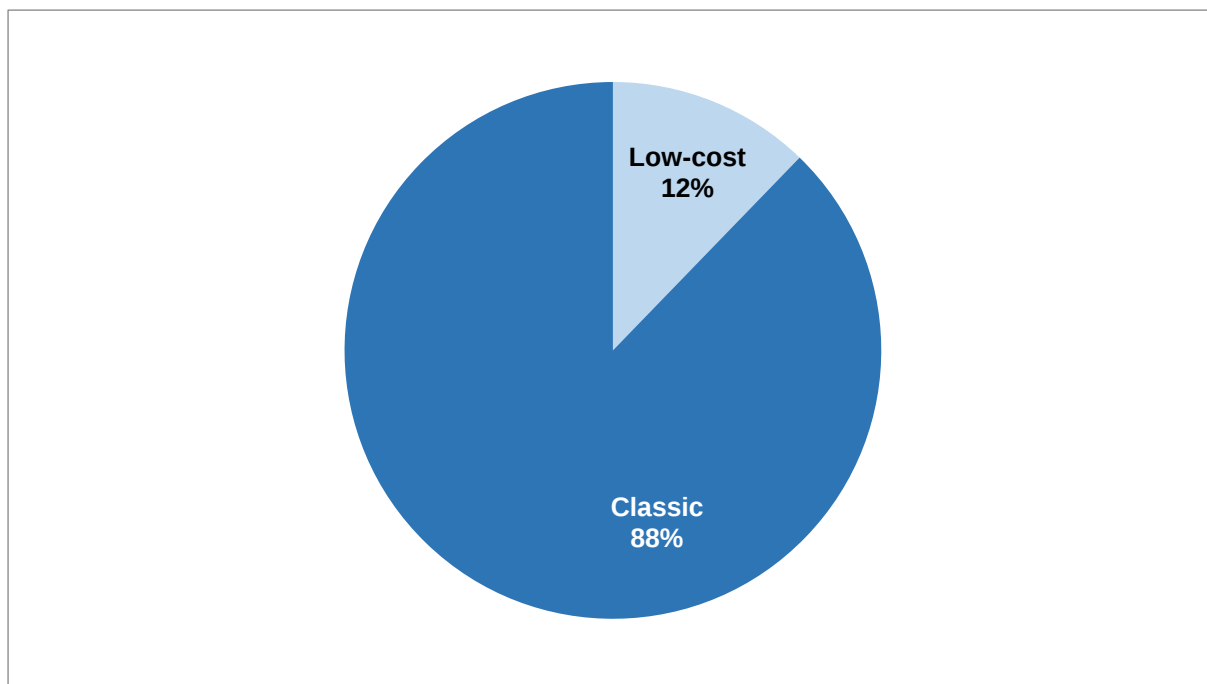
|           |           |
|-----------|-----------|
| RWY 16/34 | 1627 ACFT |
| RWY 17/35 | 5132 ACFT |

### 2.1.6 Types of flights



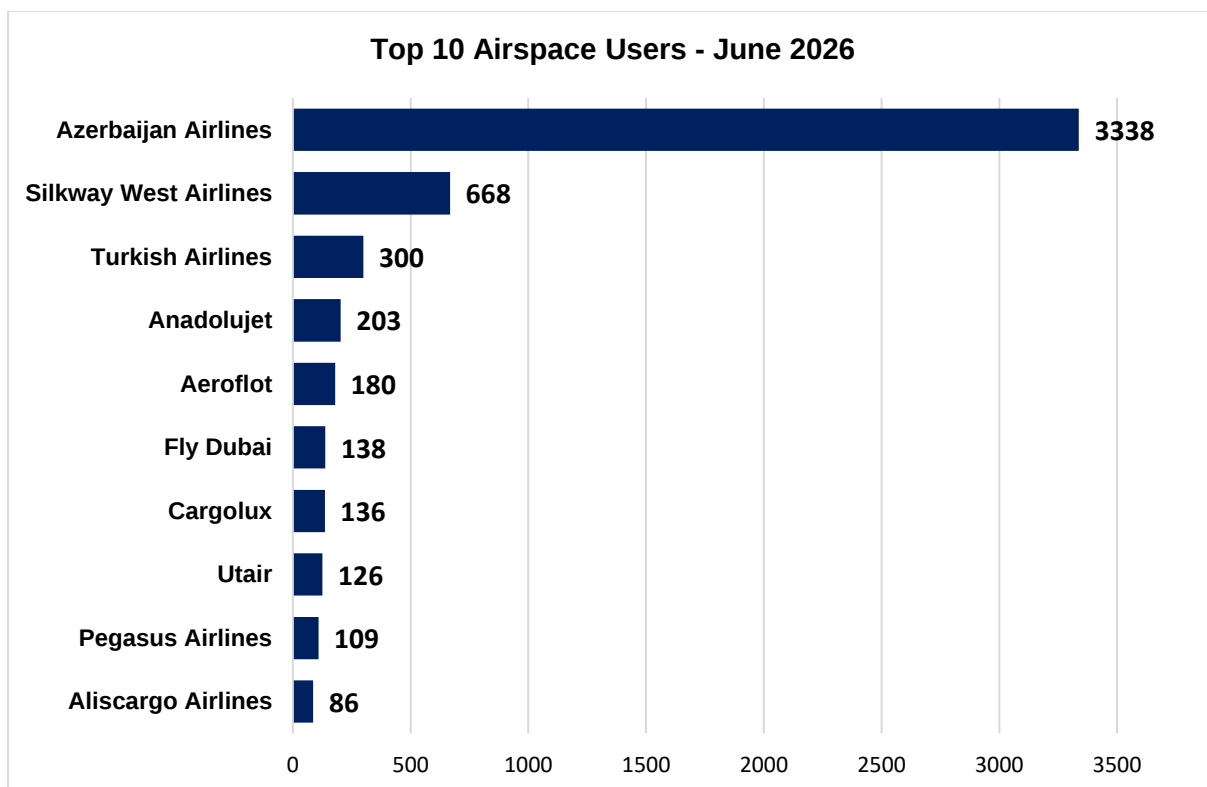
### 2.1.7 Passenger flights (Budget/low-cost vs classic)

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

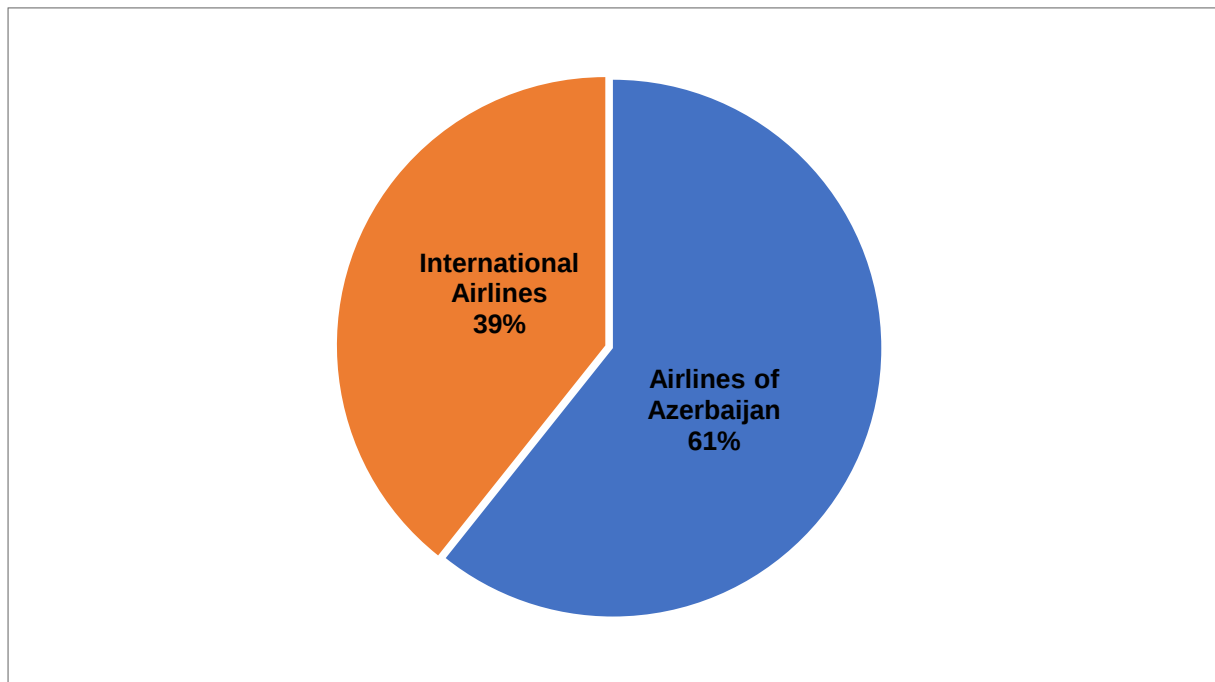


### 2.1.8 Aircraft Operators – Top 10 Airspace Users

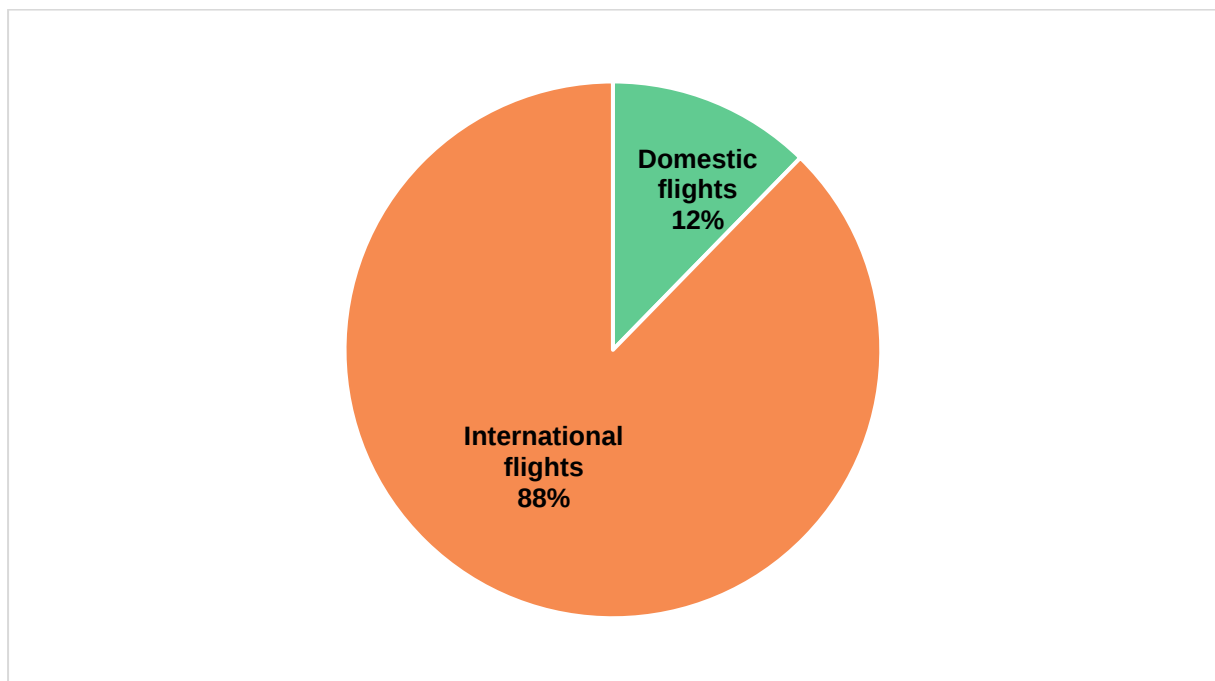
Note: This chart shows the number of flights in **June 2026**.



### 2.1.9 Aircraft Operators – Airlines of Azerbaijan vs international airlines.

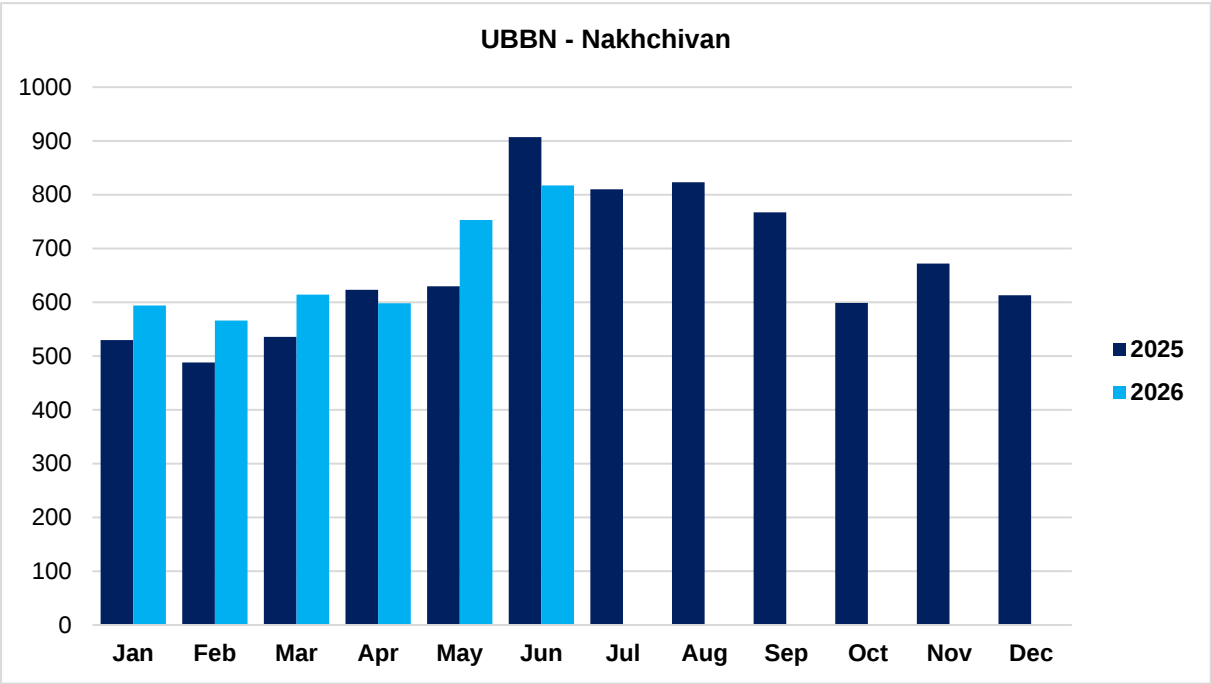


### 2.1.10 Traffic Segments – Domestic vs International

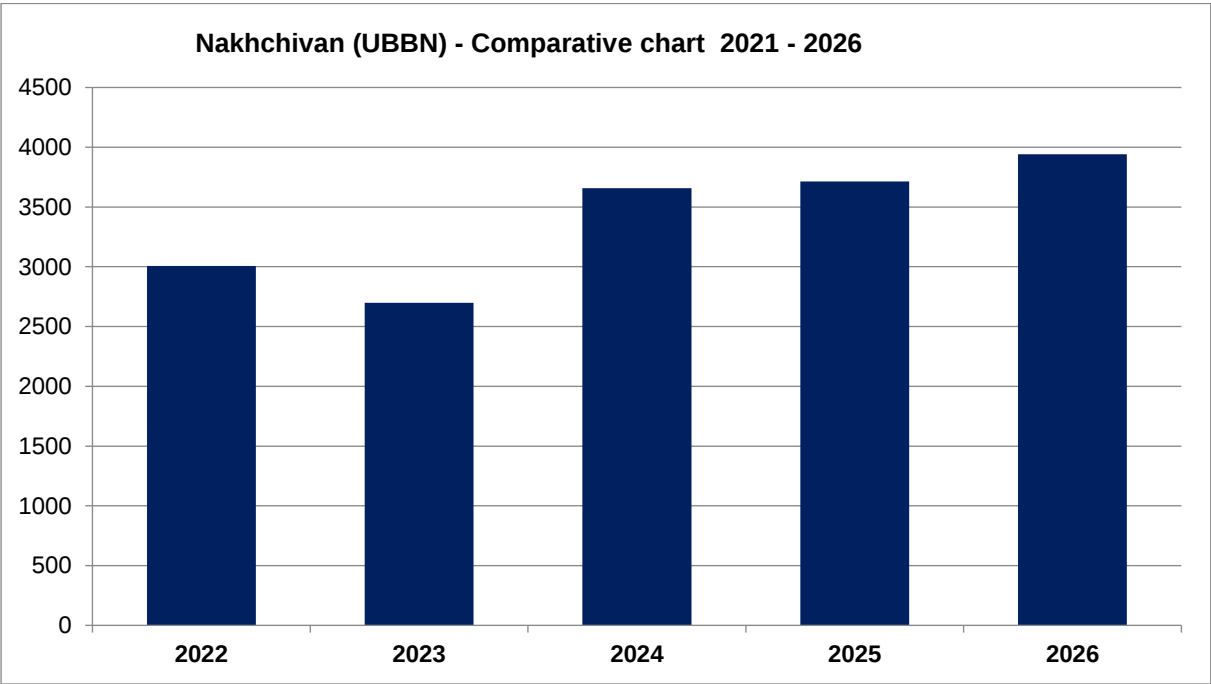


2.2 Nakhchivan International Airport.

The total number of movements at Nakhchivan International Airport recorded in June is **817 ACFT**. The average number of movements per day is **27 ACFT** . Comparison with **June 2025 – -9,9%**.

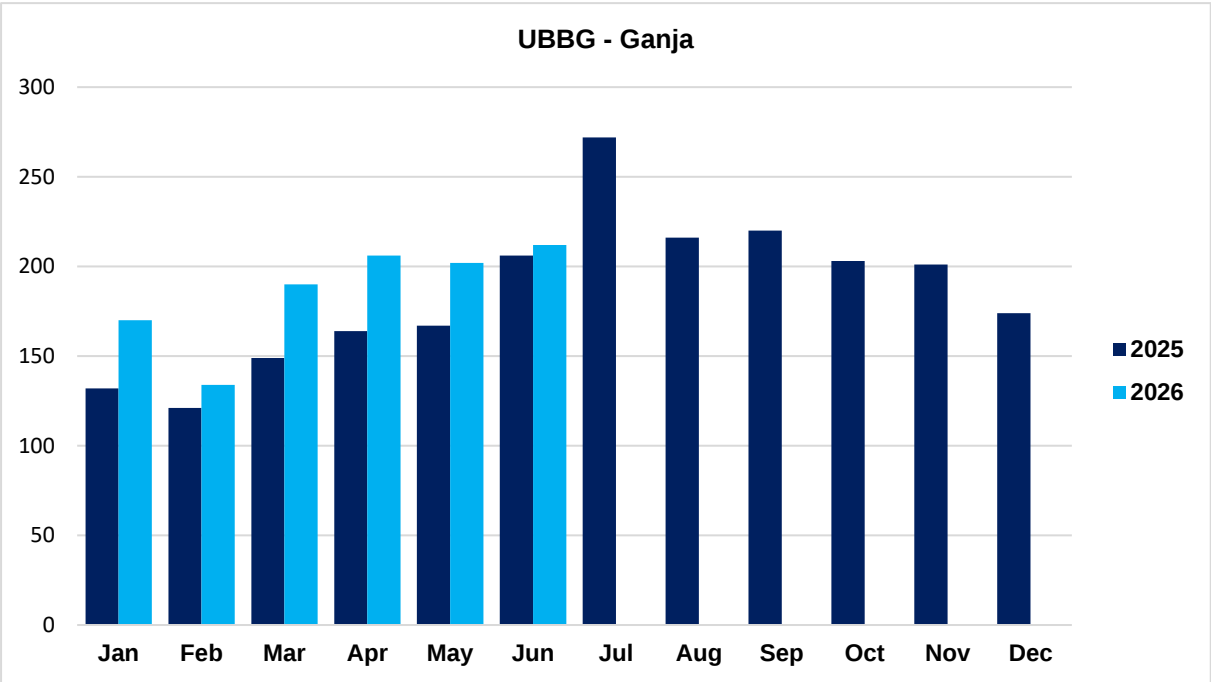


The number of movements at Nakhchivan International Airport recorded for the **six** months of 2026 is **3 942 ACFT**. The average number of movements per day is **22 ACFT**. Comparison with the same period of 2025 – **+6,14%**.

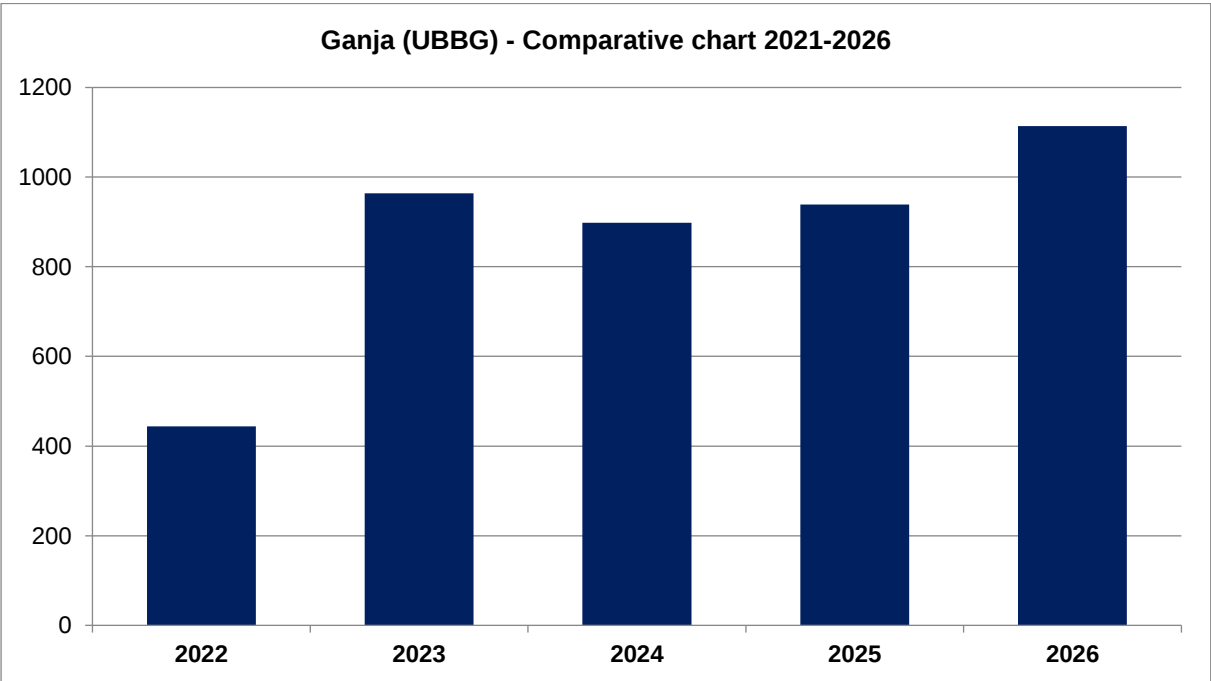


2.3 Ganja International Airport.

The total number of movements at Ganja International Airport recorded in June is **212 ACFT**. The average number of movements per day is **7 ACFT**. Comparison with **June 2025 – +2,9%**.

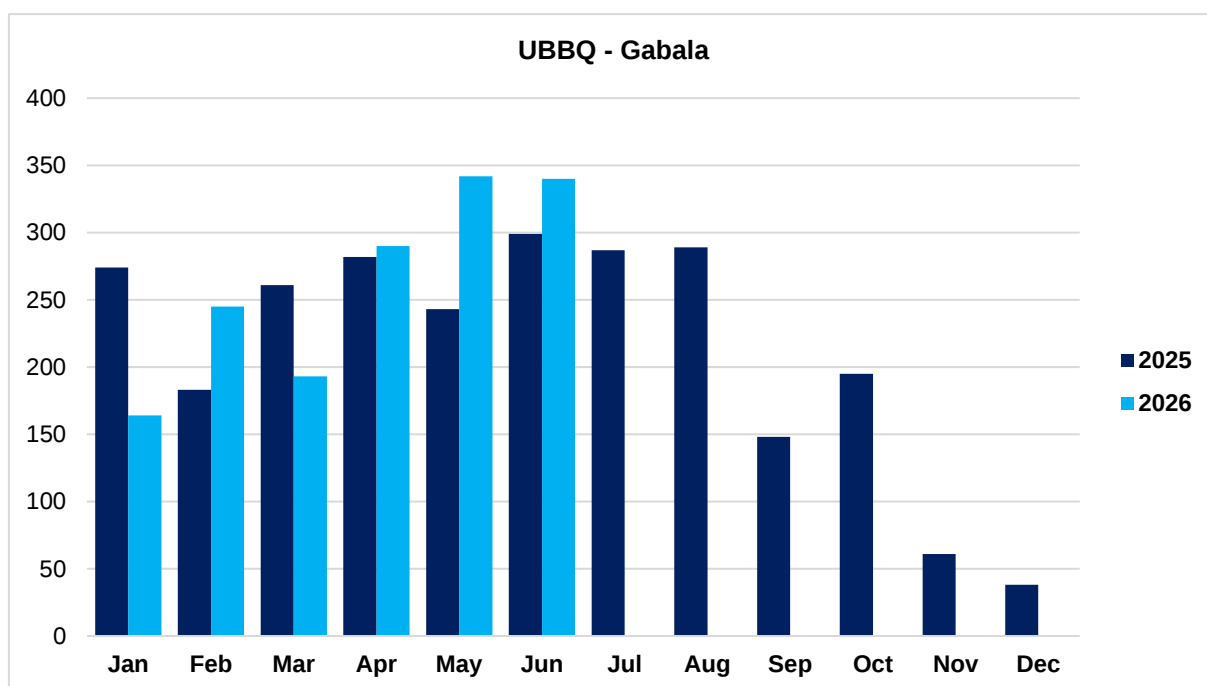


The number of movements at Ganja International Airport recorded for the **six months of 2026 is 1114 ACFT**.The average number of movements per day is **6 ACFT**. Comparison with the same period of 2025 – **+18,6%**.

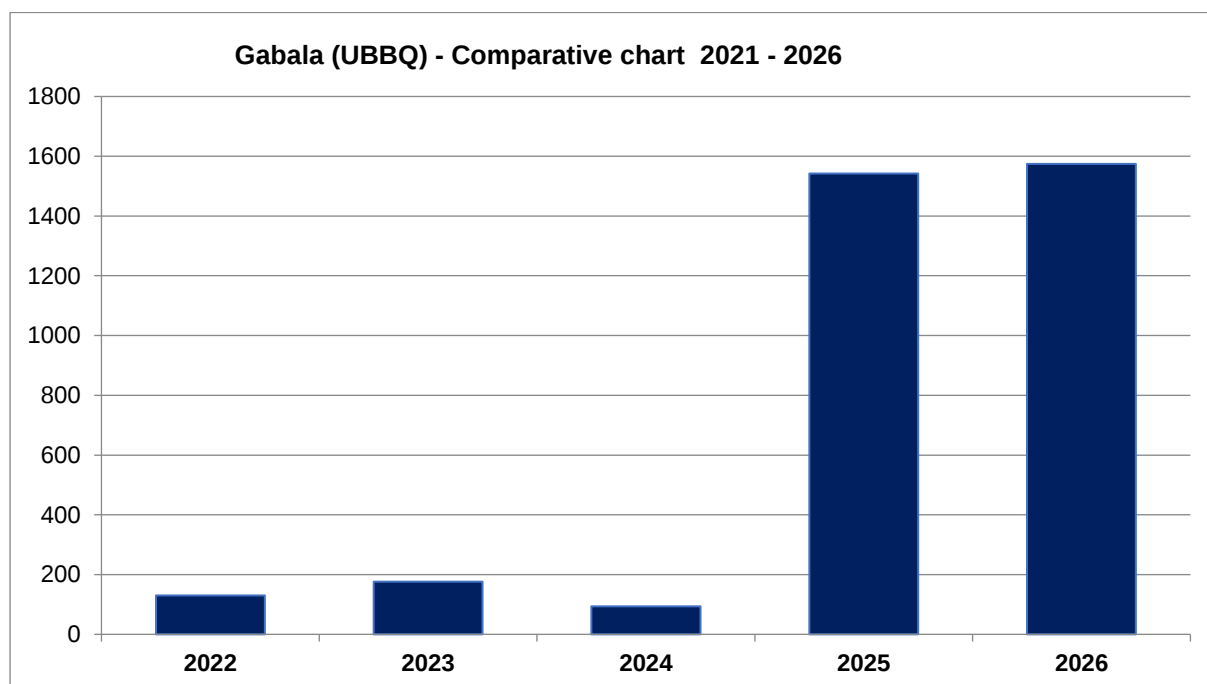


## 2.4 Gabala International Airport.

The total number of movements at Gabala International Airport recorded in June is **340 ACFT**. The average number of movements per day is **11 ACFT**. Comparison with **June 2025** – + **13,7%**.



The number of movements at Gabala International Airport recorded for the **six months** of 2026 is **1574 ACFT**. The average number of movements per day is **9 ACFT**. Comparison with the same period of 2025 – +**2,1%**.



## 2.5 Fuzuli International Airport.

The total number of movements at Fuzuli International Airport recorded in June is **38 ACFT**.

## 2.6 Lankaran International Airport.

The total number of movements at Lankaran International Airport recorded in June is **6 ACFT**.

## 2.7 Zagatala International Airport.

The total number of movements at Zagatala International Airport recorded in June is **20 ACFT**.

## 2.8 Zangilan International Airport.

The total number of movements at Zangilan International Airport recorded in June is **4 ACFT**.

## 2.9 Lachin International Airport.

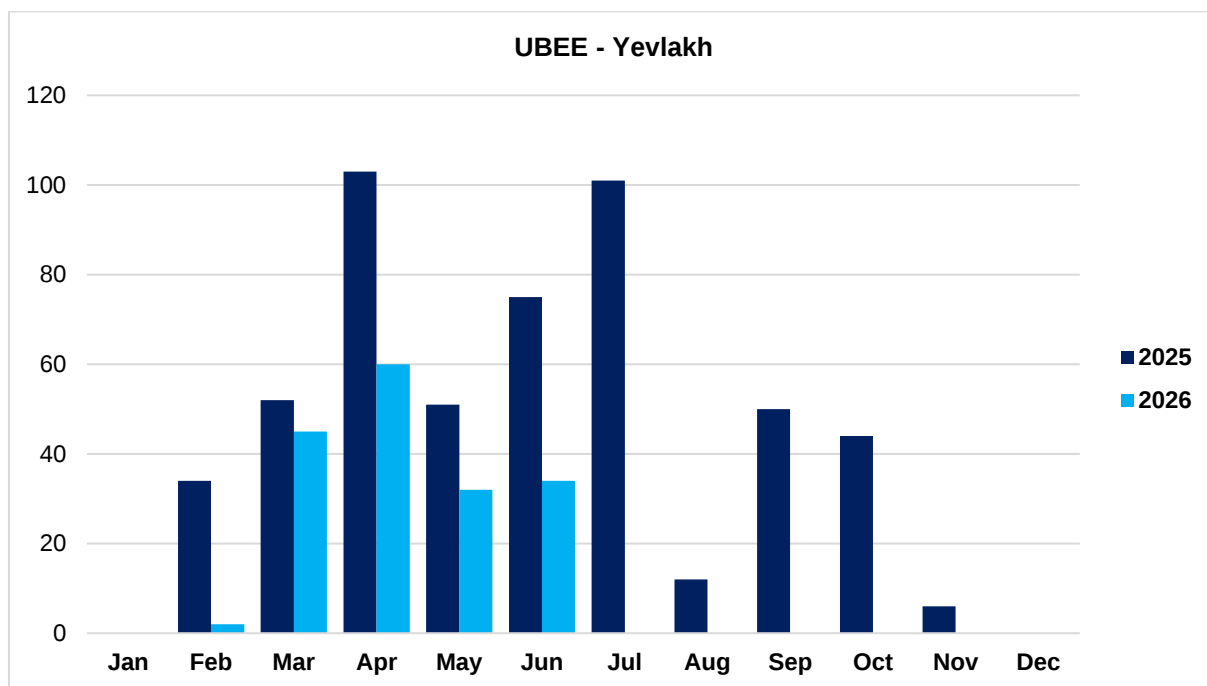
The total number of movements at Lachin International Airport recorded in June is **4 ACFT**.

## 2.10 Yevlakh airport.

The total number of movements at Yevlakh International Airport recorded in June is **34 ACFT**.

The average number of movements per day is **1 ACFT**.

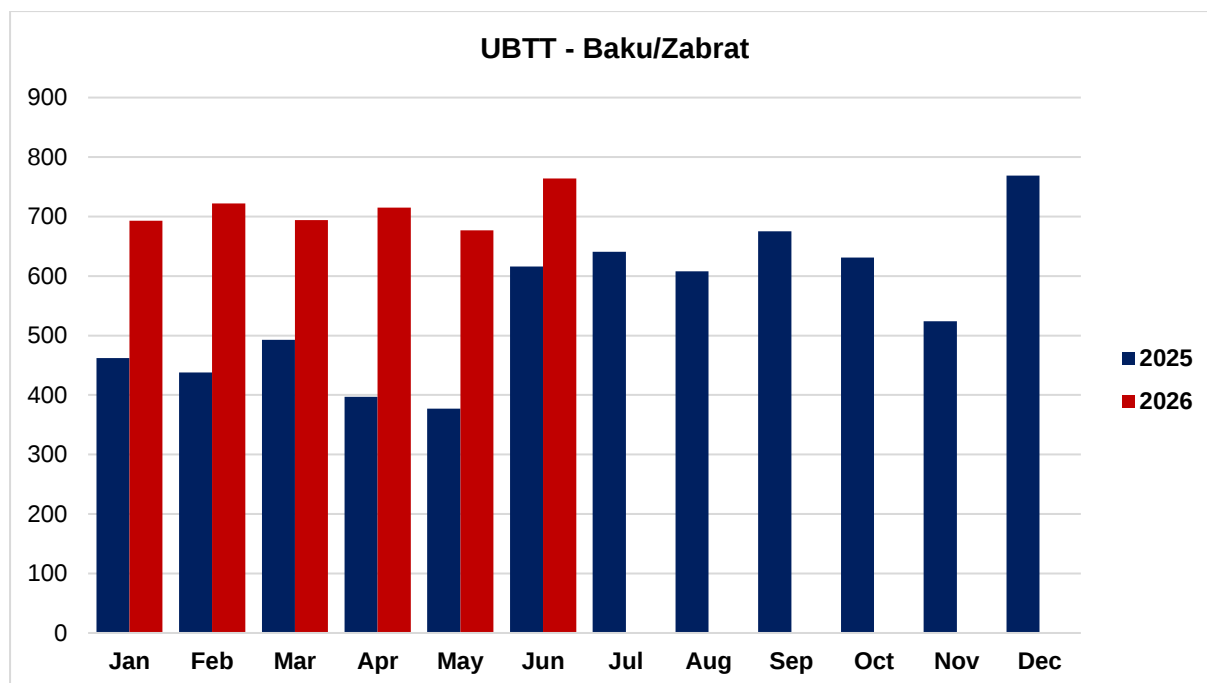
Comparison with **June 2025** – **-54,7%**.



### 3. VFR Movements Statistics data.

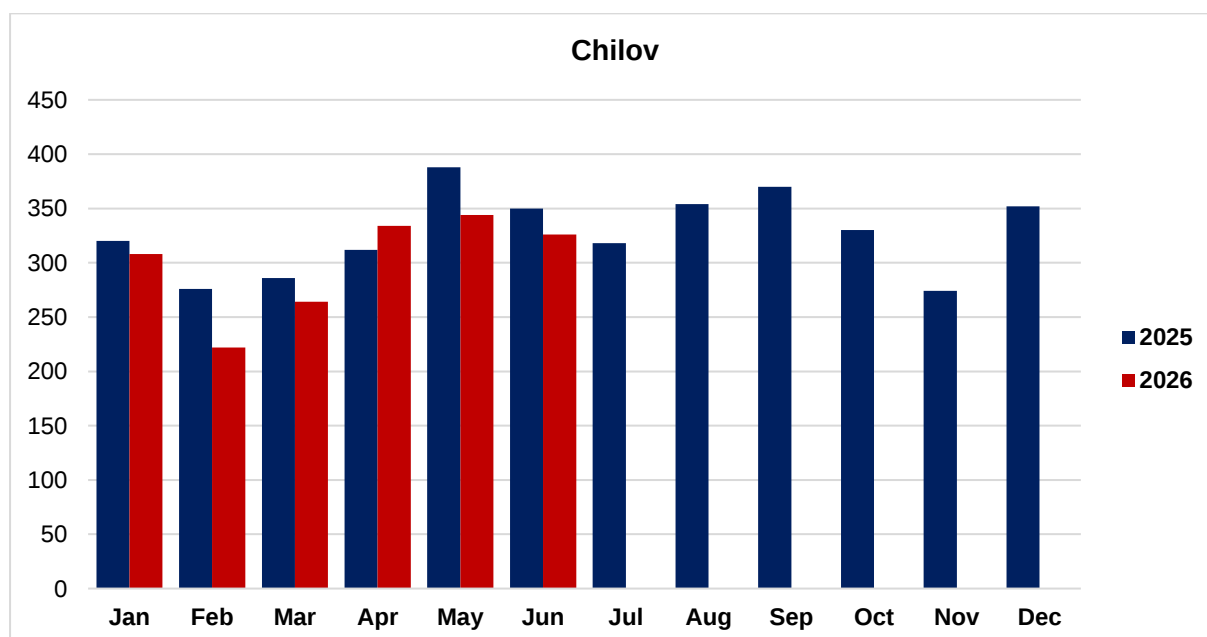
#### 3.1 Baku/Zabrat airport.

The total number of VFR movements at Baku/Zabrat airport recorded in June is **764** ACFT. The average number of movements per day is **25** ACFT. Comparison with **June 2025 – +24%**.



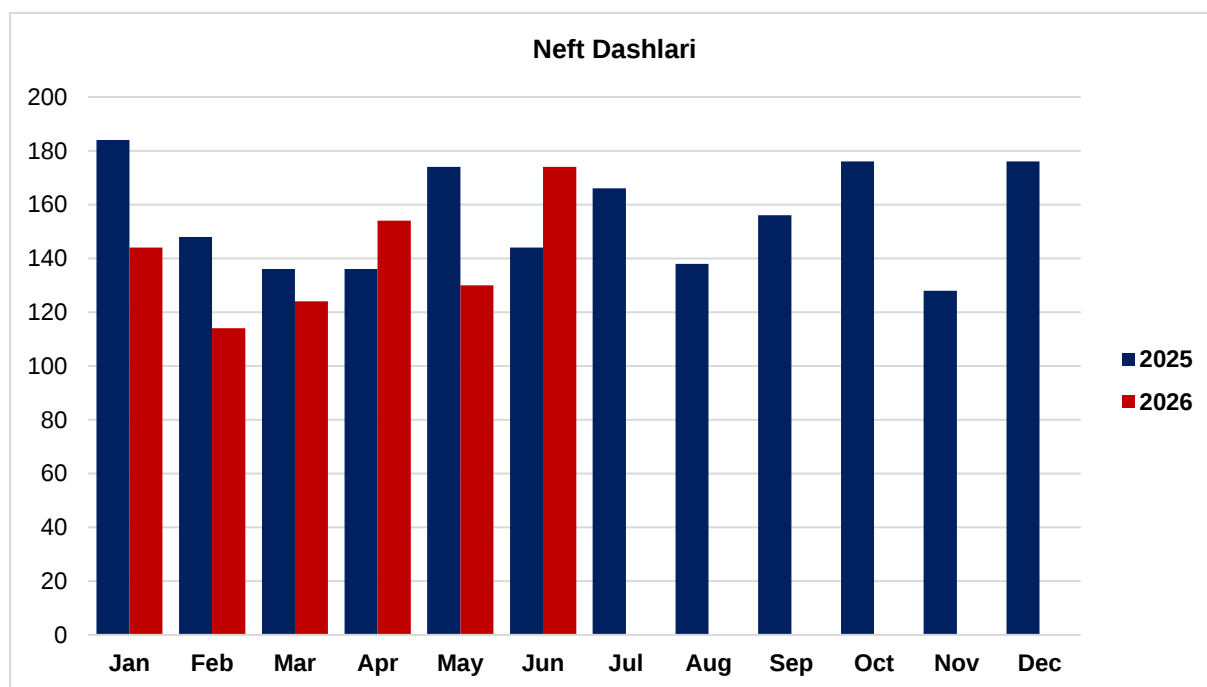
#### 3.2 Chilov heliport.

The total number of VFR movements at Chilov heliport recorded in June is **326** ACFT. The average number of movements per day is **11** ACFT. Comparison with **June 2025 - -6,9 %**.



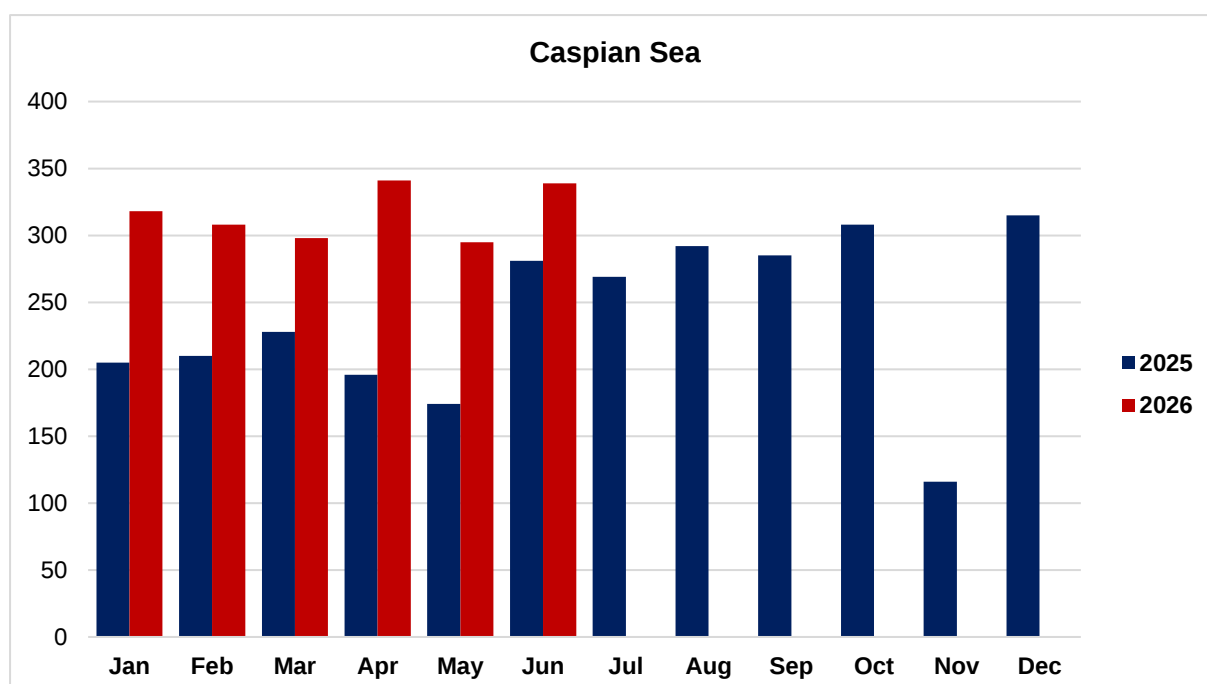
### 3.3 Neft Dashlari heliport.

The total number of VFR movements at Neft Dashlari heliport recorded in June is **174** ACFT. The average number of movements per day is **6** ACFT  
Comparison with **June 2025 – +20,8%**.



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

The total number of VFR movements at helipads on the ships and offshore drilling rigs in the Caspian Sea recorded in June is **339** ACFT. The average number of movements per day is **11** ACFT.  
Comparison with **June 2025 – +20,6%**.

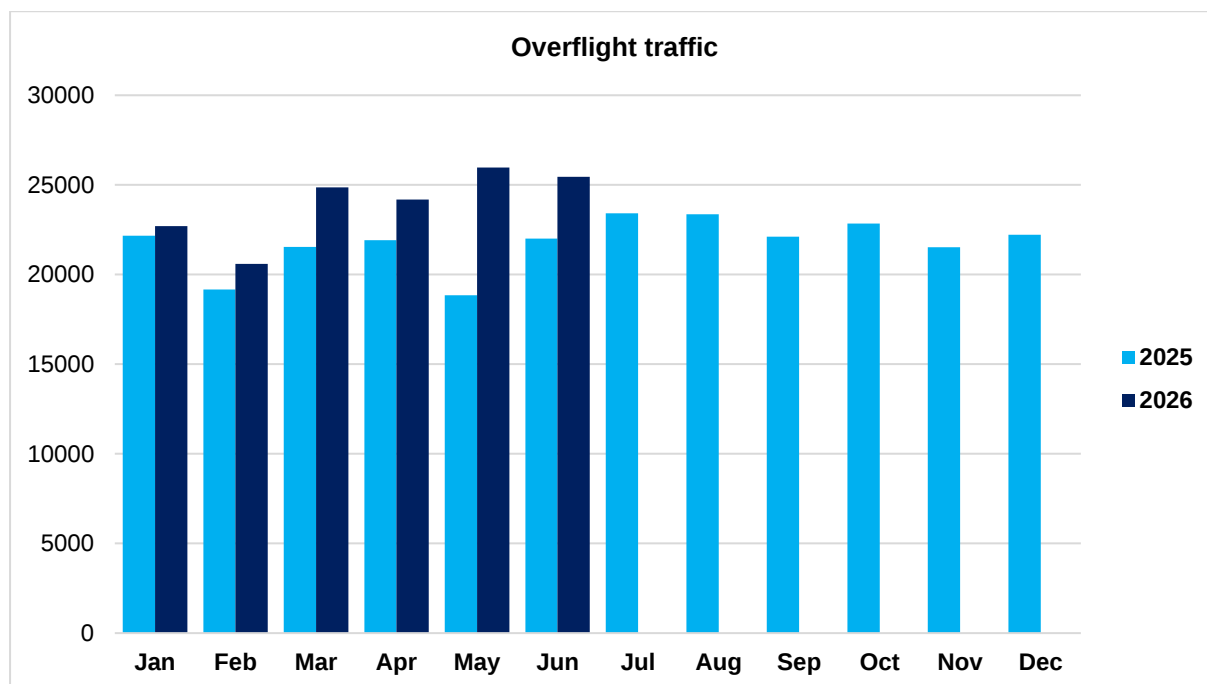


## 4. Overflight Air Traffic Statistics Data.

### 4.1 General Air Traffic Statistics Data

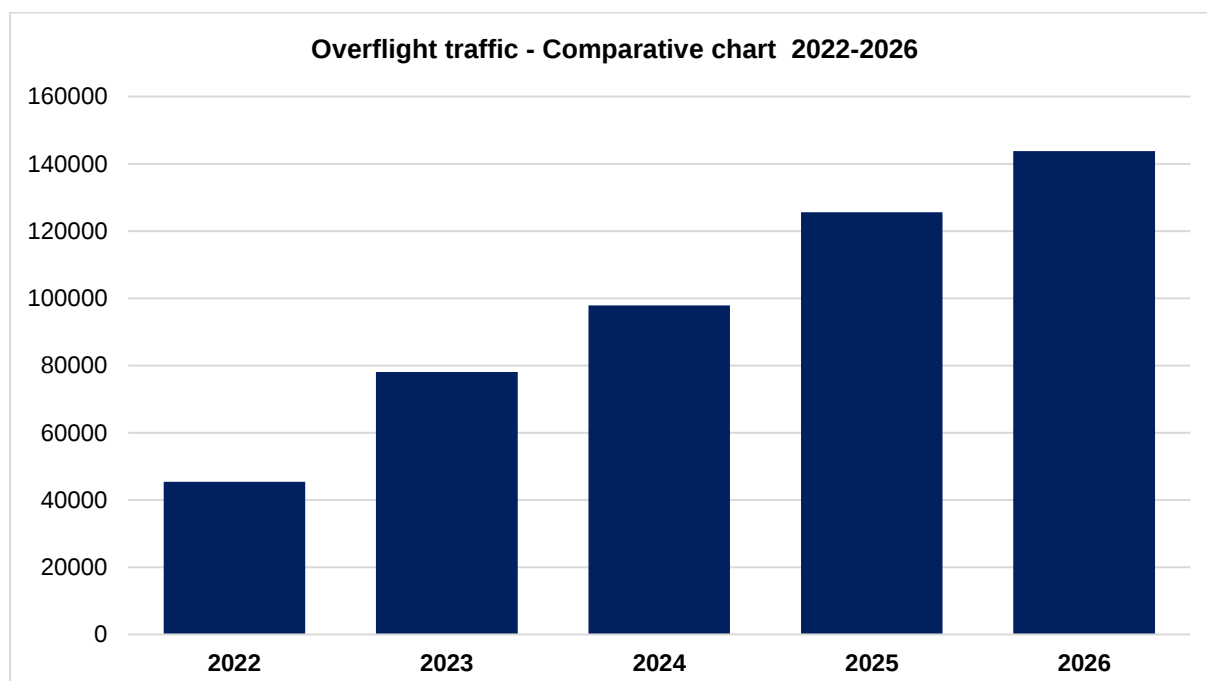
The number of overflights via Baku FIR recorded in June is **25 458 ACFT**. Average number of overflights per day is **849 ACFT** (Peak day, June 06, 2026 –**901 ACFT**; low day, June 29, 2026 –**803 ACFT**).

Comparison with **June 2025 – +15,7 %**.

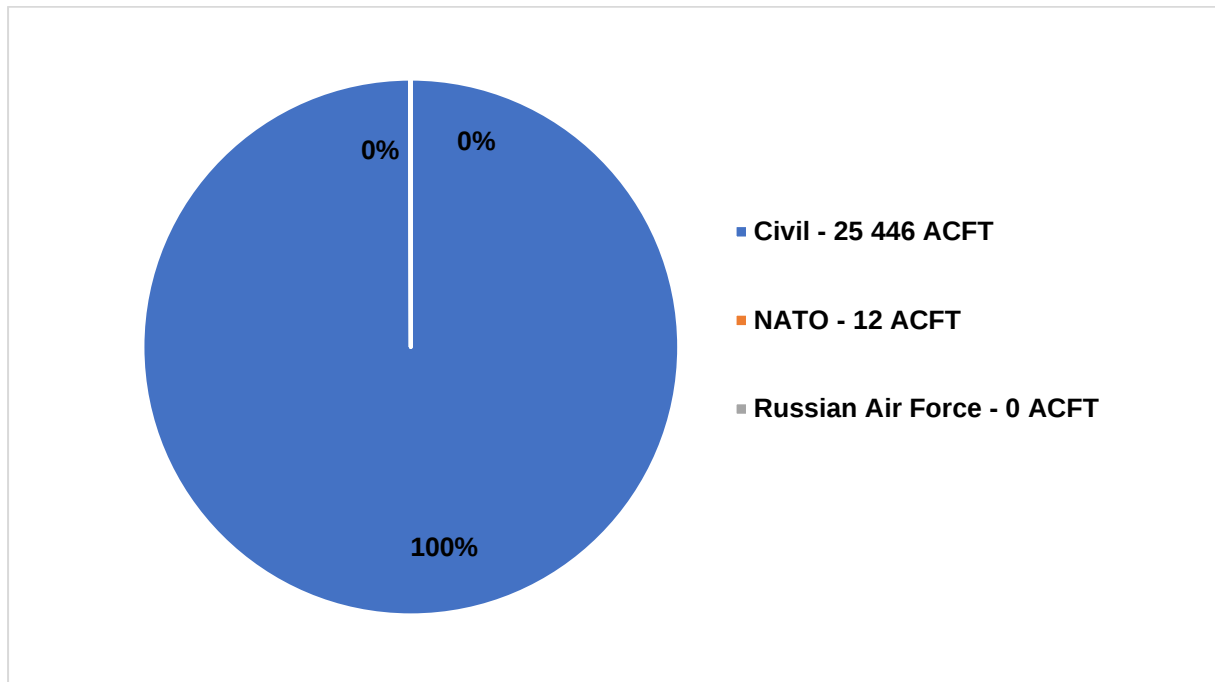


The number of overflights via Baku FIR recorded for **six months of 2026** is **143 770 ACFT**. The average number of overflights per day is **794 ACFT**.

Comparison with the same period of 2025 – **+14,4%**

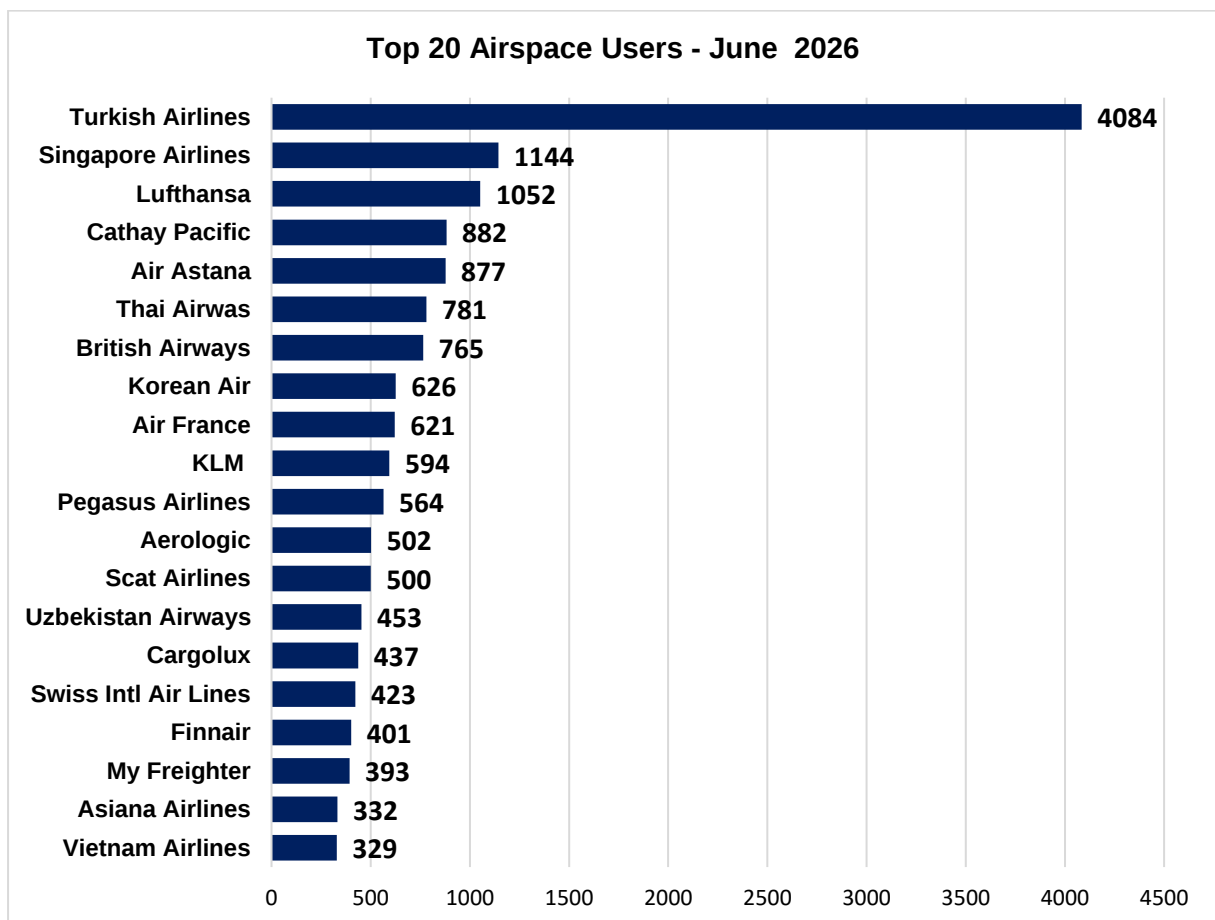


#### 4.2 Traffic segments.



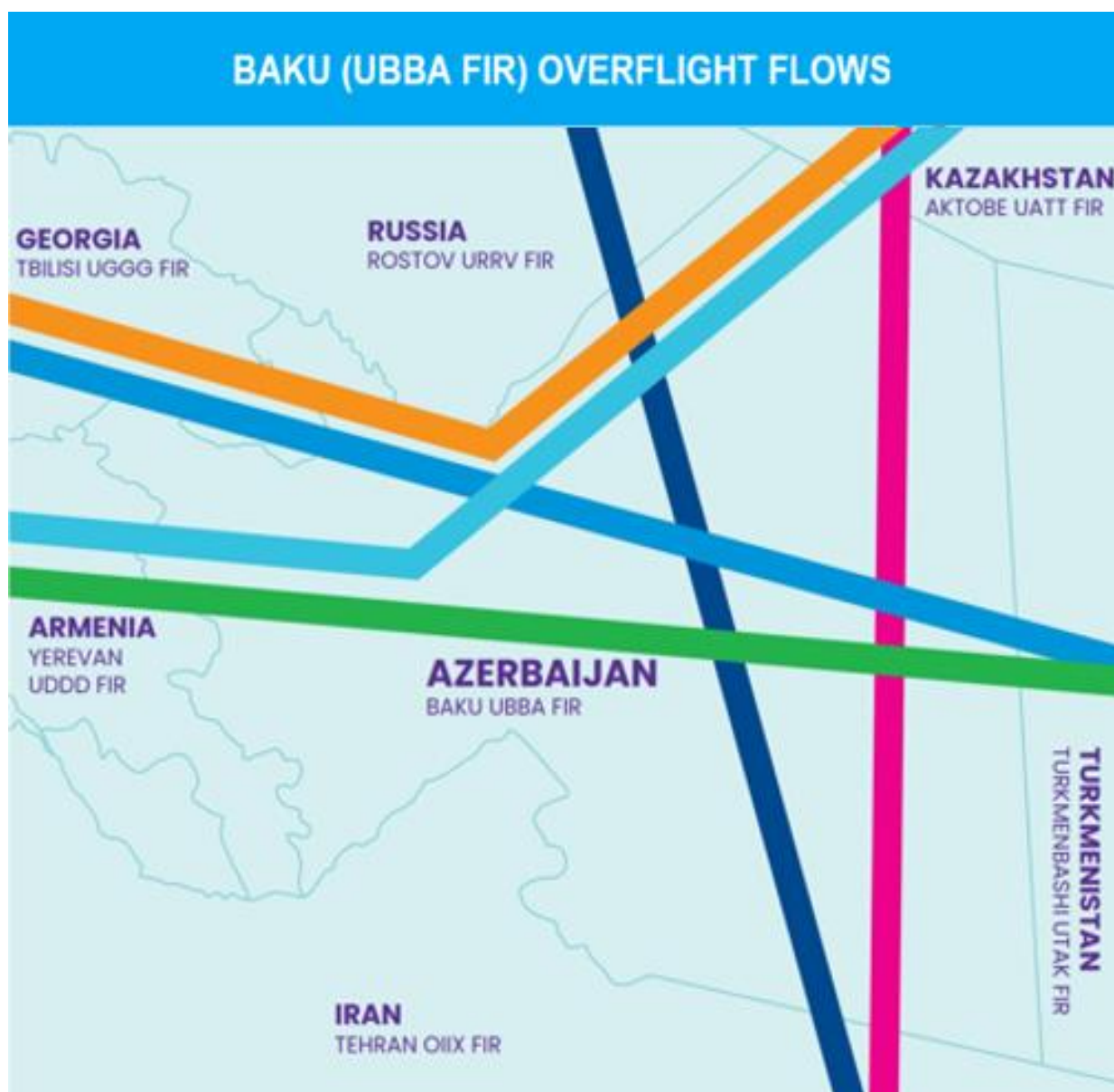
#### 4.3 Aircraft Operators -Top 20 Airspace Users

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



#### 4.4 Air traffic flows – main overflight flows.

|                              |                   |
|------------------------------|-------------------|
| GEORGIA-TURKMENISTAN and v.v | 24% ( 6132 ACFT)  |
| GEORGIA-KAZAKHSTAN and v.v   | 20% ( 5066 ACFT)  |
| IRAN-RUSSIA and v.v          | 0% ( 83 ACFT)     |
| IRAN-KAZAKHSTAN and v.v      | 1% ( 196 ACFT)    |
| ARMENIA-TURKMENISTAN and v.v | 40% (10 231 ACFT) |
| KAZAKHSTAN-ARMENIA and v.v   | 13% ( 3362 ACFT)  |
| OTHER DIRECTIONS             | 2% ( 388 ACFT)    |
| TOTAL                        | 25 458 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 the provision of air traffic services. All the calculations are done for "Bakuaeronavigation" due to low traffic at the regional airports.

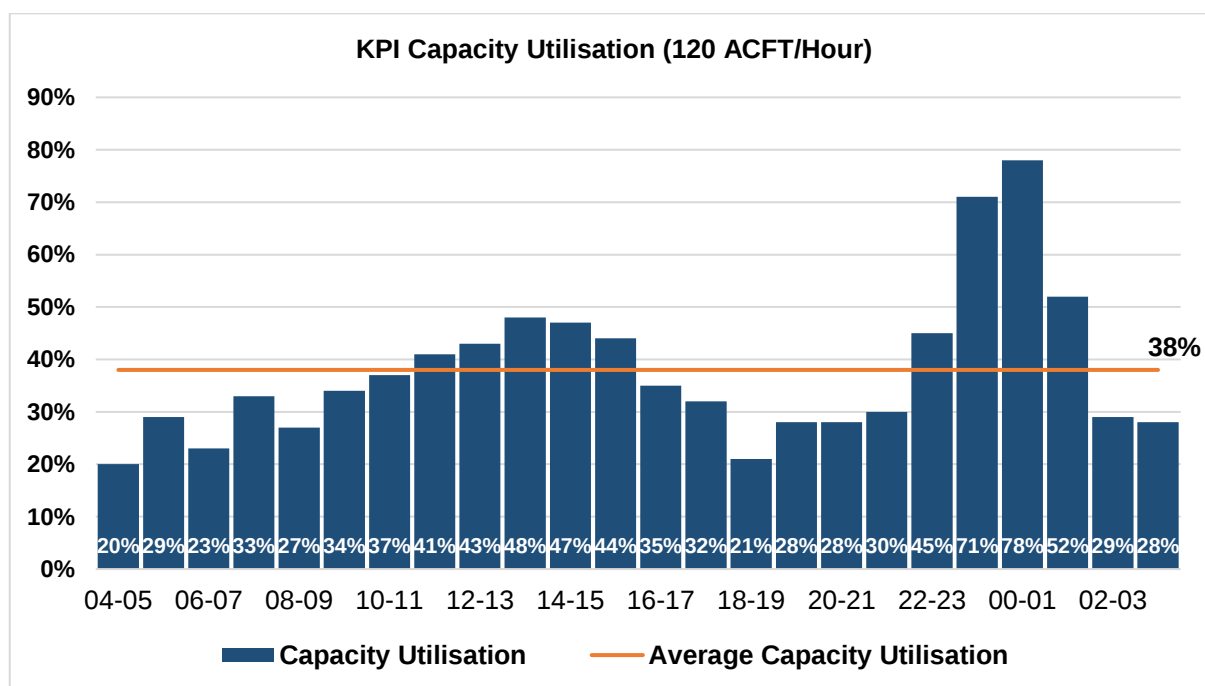
### 5.1 KPI–Capacity Utilization.

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 |
|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| <b>2025</b> | 34  | 33  | 33  | 33  | 29  | 34  | 35  | 35  | 34  | 34  | 33  | 32  |
| <b>2026</b> | 33  | 33  | 34  | 35  | 37  | 38  |     |     |     |     |     |     |

Capacity Utilization **June 2026** **38%**



## 5.2 KPI-Analysis of Flight Density Rate

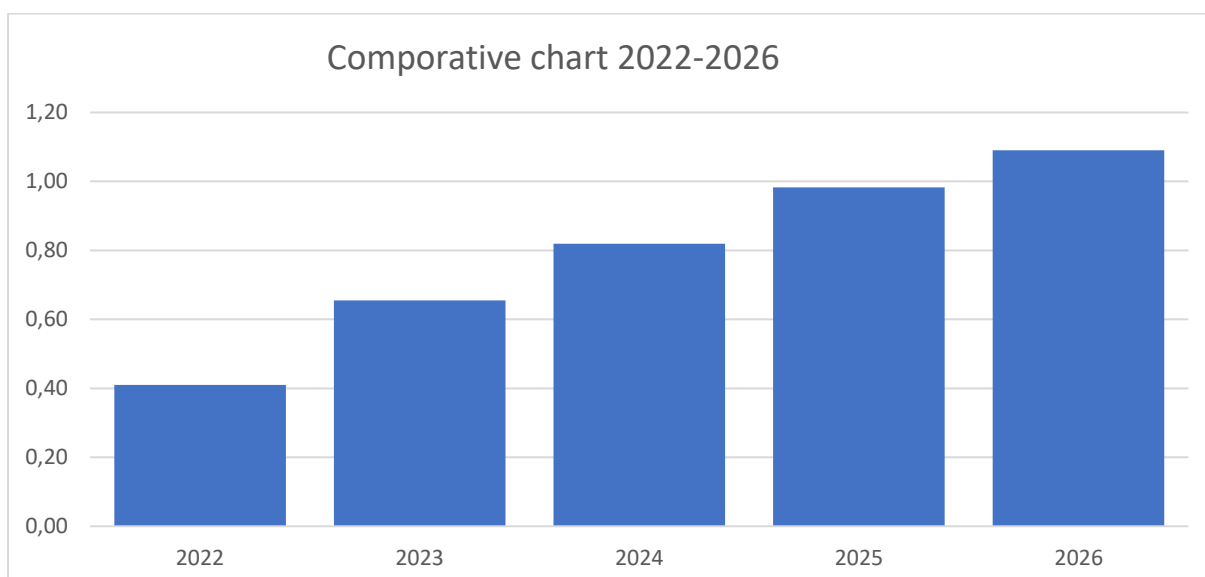
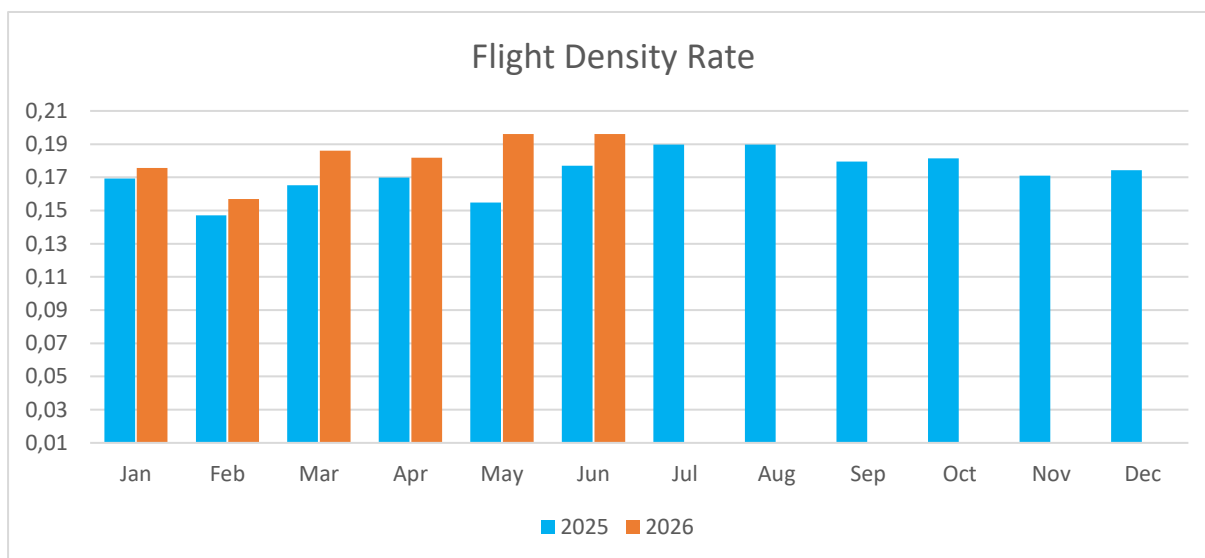
Flight density refers to the number of flights operating within a defined airspace area, such as a Flight Information Region (FIR). It provides an indication of how intensively the airspace is being used over a specific period.

**KPI – Flight Density** is the calculation of the average number of aircraft per square kilometer (ACFT/km<sup>2</sup>) 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/km<sup>2</sup>.

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 | 0,16 | 0,19 | 0,18 | 0,20 | 0,20 |      |      |      |      |      |      |



### 5.3. KPI – Total Distance flown.

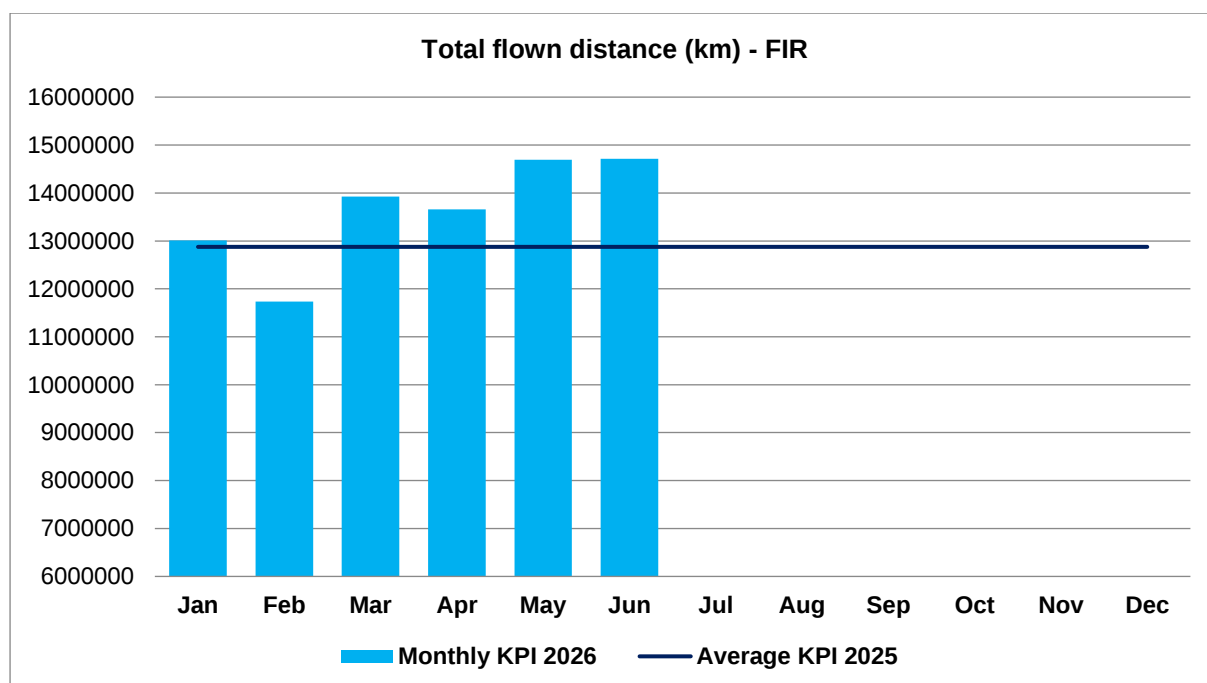
KPI-Flown distance is the total flown distance. KPI is km.

**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 the calculation of KPI - Total flown distance (FIR).

|             | Jan      | Feb      | Mar      | Apr      | May      | Jun      |
|-------------|----------|----------|----------|----------|----------|----------|
| <b>2025</b> | 12692734 | 11024454 | 12489047 | 12773111 | 11415346 | 13221213 |
| <b>2026</b> | 13008472 | 11736676 | 13927370 | 13659778 | 14690257 | 14711165 |

|             | Jul      | Aug      | Sep      | Oct      | Nov      | Dec      |
|-------------|----------|----------|----------|----------|----------|----------|
| <b>2025</b> | 14181813 | 14164772 | 13353776 | 13522812 | 12733276 | 12939253 |
| <b>2026</b> |          |          |          |          |          |          |

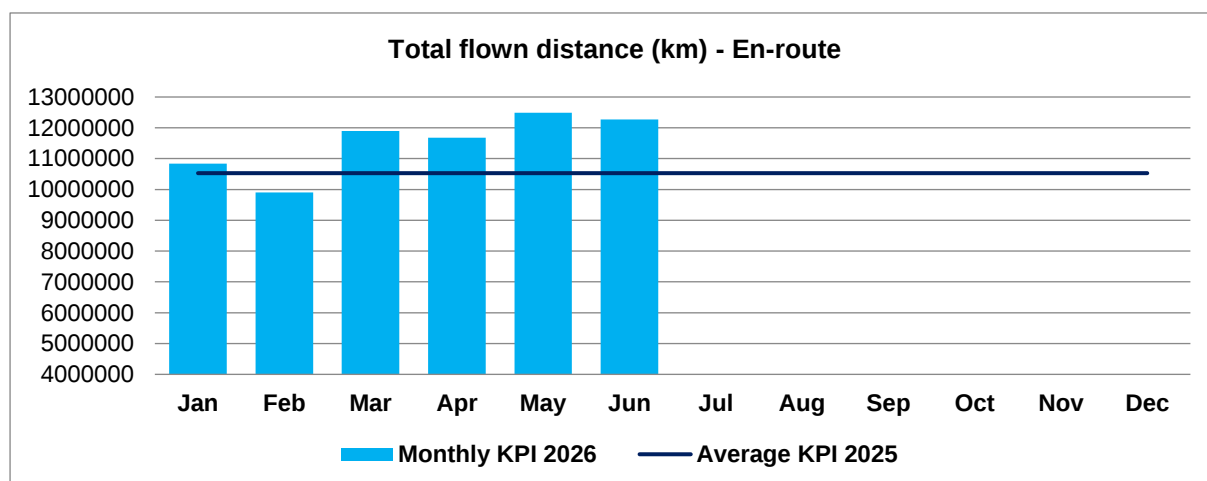


### 5.3.2 KPI – Total Distance flown - En-route traffic.

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

|             | Jan      | Feb     | Mar      | Apr      | May      | Jun      |
|-------------|----------|---------|----------|----------|----------|----------|
| <b>2025</b> | 10683875 | 9224010 | 10493941 | 10627228 | 9079039  | 10664225 |
| <b>2026</b> | 10839797 | 9900599 | 11897122 | 11678353 | 12486723 | 12274311 |

|             | Jul      | Aug      | Sep      | Oct      | Nov      | Dec      |
|-------------|----------|----------|----------|----------|----------|----------|
| <b>2025</b> | 11358348 | 11352040 | 10731375 | 11062763 | 10408275 | 10661675 |
| <b>2026</b> |          |          |          |          |          |          |

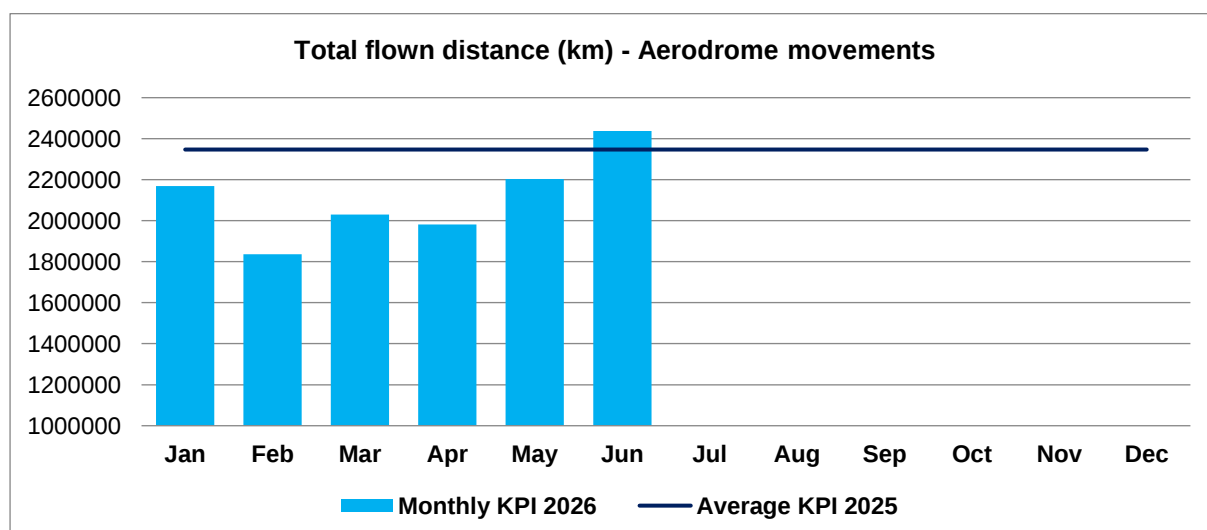


### 5.3.3 KPI – Total Distance flown - Aerodrome movements.

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

|             | Jan     | Feb     | Mar     | Apr     | May     | Jun     |
|-------------|---------|---------|---------|---------|---------|---------|
| <b>2025</b> | 2008859 | 1800444 | 1995106 | 2145883 | 2336307 | 2556988 |
| <b>2026</b> | 2168675 | 1836077 | 2030248 | 1981425 | 2203534 | 2436854 |

|             | Jul     | Aug     | Sep     | Oct     | Nov     | Dec     |
|-------------|---------|---------|---------|---------|---------|---------|
| <b>2025</b> | 2823465 | 2812732 | 2622401 | 2460049 | 2325001 | 2277578 |
| <b>2026</b> |         |         |         |         |         |         |



## 5.4 KPI-Average flown distance per ACFT

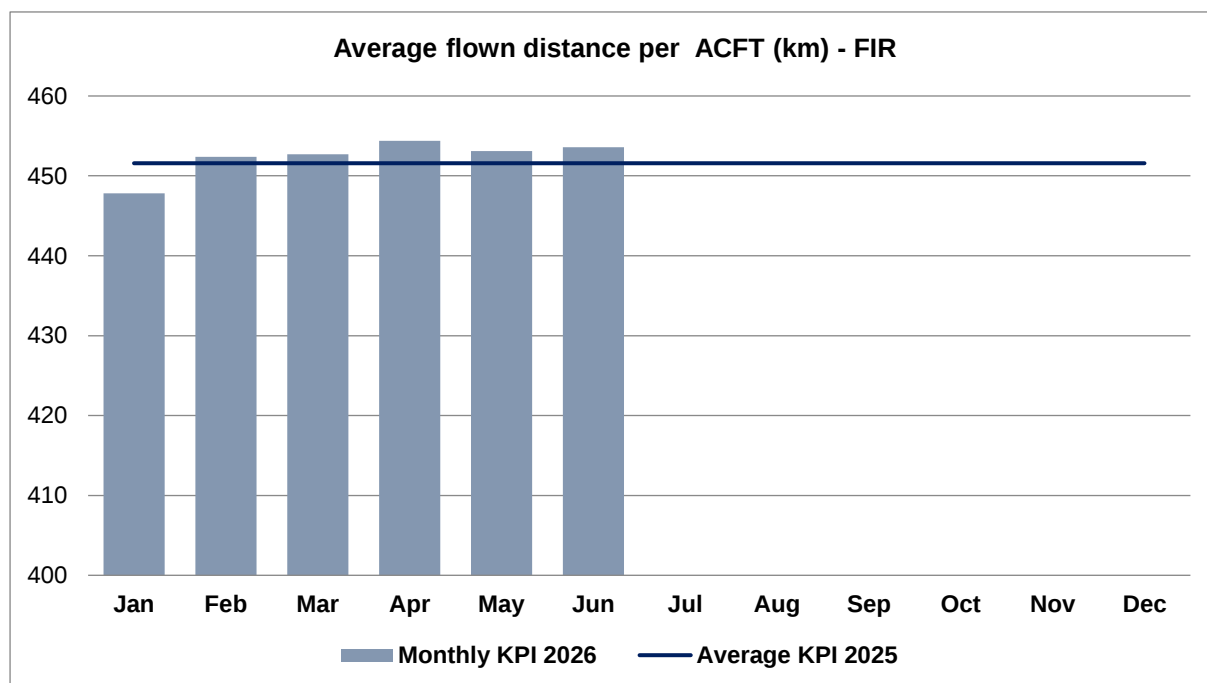
KPI- Average flown distance is calculation of average distance flown by ACFT by the following formula: the value of “total flown distance in kilometers” is divided by the value of “number of ACFT”. KPI is km/ACFT.

### 5.4.1 KPI - Average flown distance (FIR)

All the traffic data of Baku FIR (overflight and aerodrome movements) is used for the calculation of the 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 | 452 | 453 | 454 | 453 | 454 |     |     |     |     |     |     |

KPI - Average flown distance (FIR) **June 2026 – 454 km/ACFT**

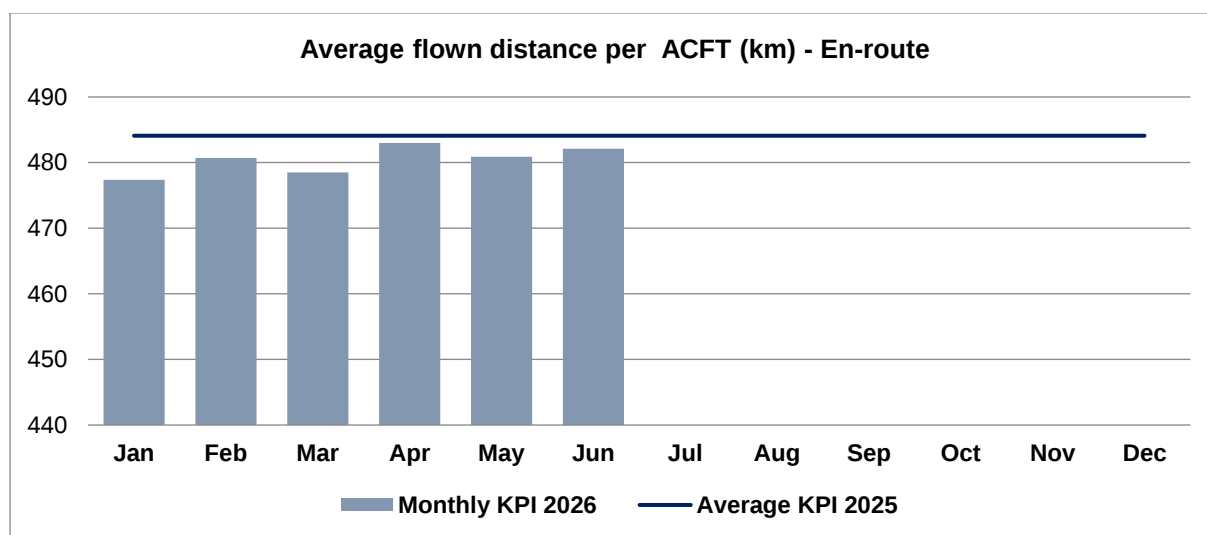


### 5.4.2 KPI - Average flown distance (ENR)

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

|             | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| <b>2025</b> | 482 | 481 | 487 | 485 | 482 | 485 | 486 | 486 | 485 | 484 | 484 | 480 |
| <b>2026</b> | 477 | 481 | 479 | 483 | 481 | 482 |     |     |     |     |     |     |

KPI - Average flown distance (ENR) **June 2026 – 482 km/ACFT.**

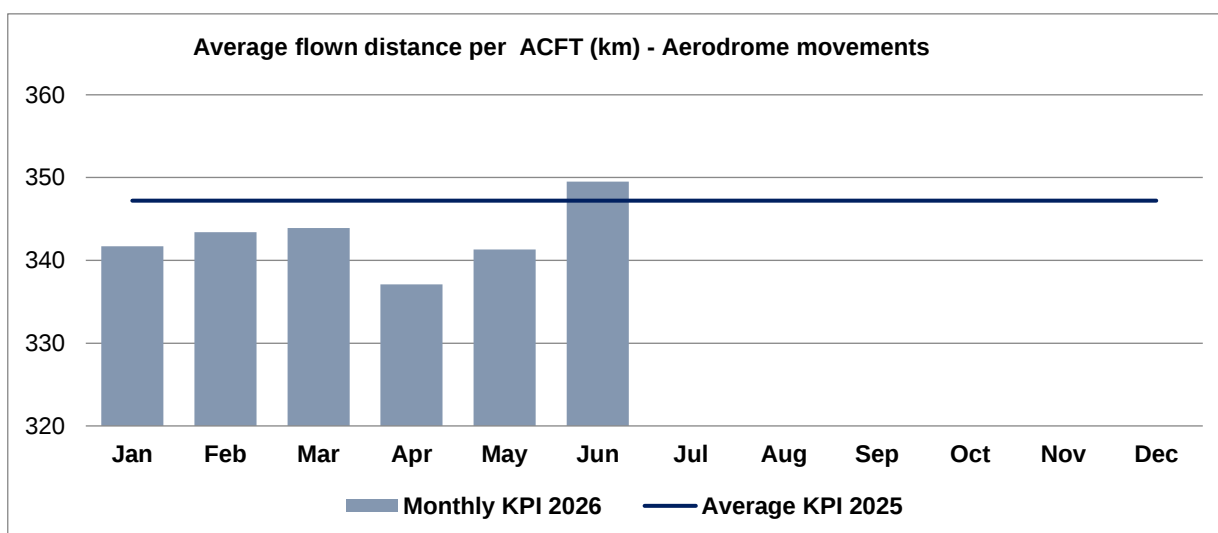


### 5.4.3. KPI- Average flown distance (AD)

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

|             | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| <b>2025</b> | 344 | 350 | 345 | 348 | 346 | 352 | 355 | 351 | 345 | 342 | 342 | 344 |
| <b>2026</b> | 342 | 343 | 344 | 337 | 341 | 350 |     |     |     |     |     |     |

KPI - Average flown distance (AD) **June 2026 – 350 km/ACFT**



## 5.5 KPI –Total IFR/hours

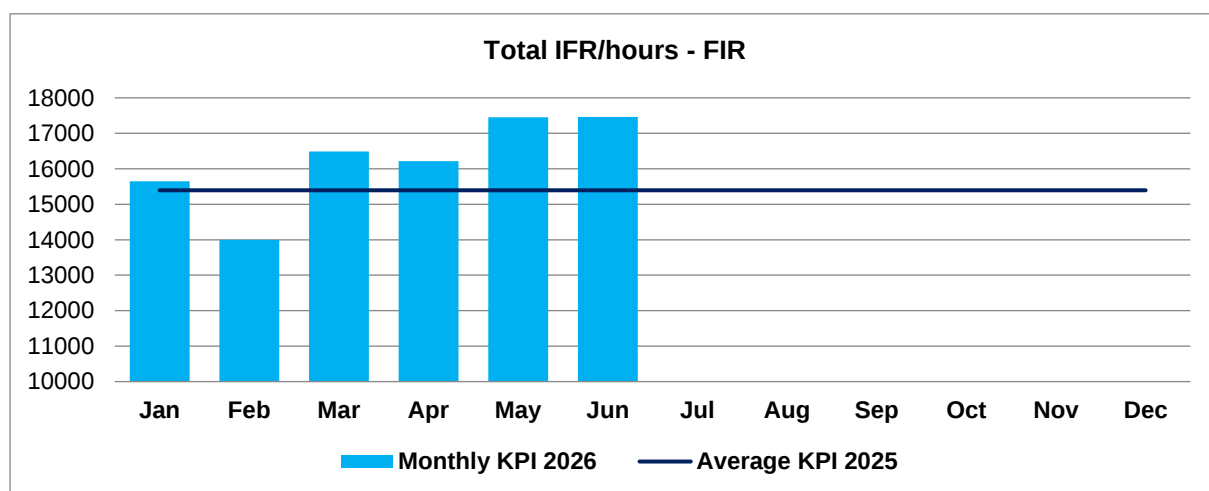
KPI- IFR/hours is the total flown IFR/hours. KPI is IFR/hours.

### 5.5.1 Total IFR/hours -FIR Baku

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

|             | Jan   | Feb   | Mar   | Apr   | May   | Jun   | Jul   | Aug   | Sep   | Oct   | Nov   | Dec   |
|-------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| <b>2025</b> | 15201 | 13178 | 14918 | 15290 | 13804 | 15807 | 16839 | 16819 | 15975 | 16170 | 15156 | 15575 |
| <b>2026</b> | 15648 | 14000 | 16491 | 16220 | 17450 | 17457 |       |       |       |       |       |       |

KPI - Total IFR/hours (FIR) **June 2026 –17 457 IFR/hours**

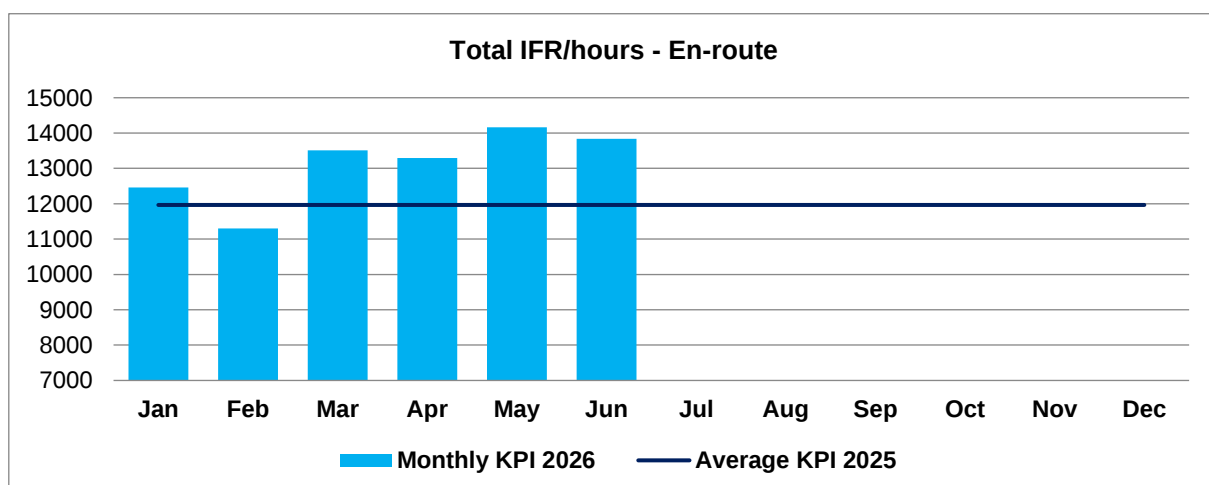


### 5.5.2 Total IFR/hours -En route

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

|             | Jan   | Feb   | Mar   | Apr   | May   | Jun   | Jul   | Aug   | Sep   | Oct   | Nov   | Dec   |
|-------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| <b>2025</b> | 12264 | 10542 | 11997 | 12123 | 10381 | 11995 | 12692 | 12719 | 12135 | 12586 | 11916 | 12243 |
| <b>2026</b> | 12461 | 11297 | 13508 | 13295 | 14166 | 13842 |       |       |       |       |       |       |

KPI - Total IFR/hours (ENR) **June 2026 –13 842 IFR/hours**

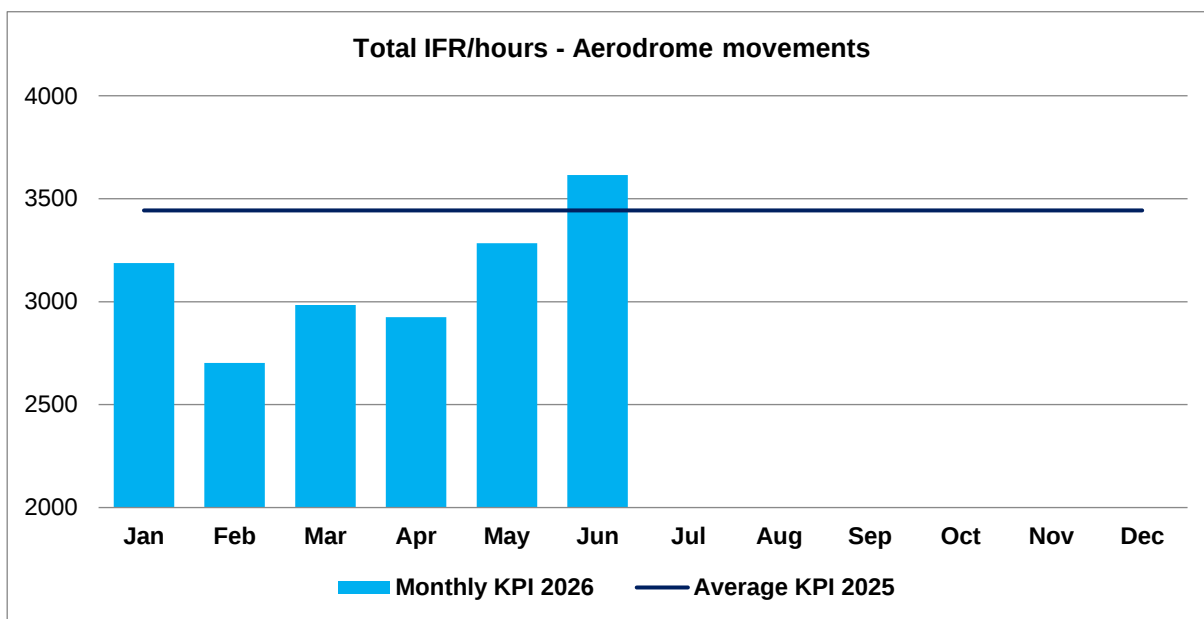


### 5.5.3 Total IFR/hours –Aerodrome movements

Only aerodrome movements data is used for the 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 | 2703 | 2983 | 2925 | 3284 | 3616 |      |      |      |      |      |      |

KPI -Total IFR/hours (AD) **June 2026 –3616 IFR/hours**



## 5.6 KPI – Average IFR/min per ACFT

KPI - IFR/min per ACFT is the average flown IFR/min per ACFT.

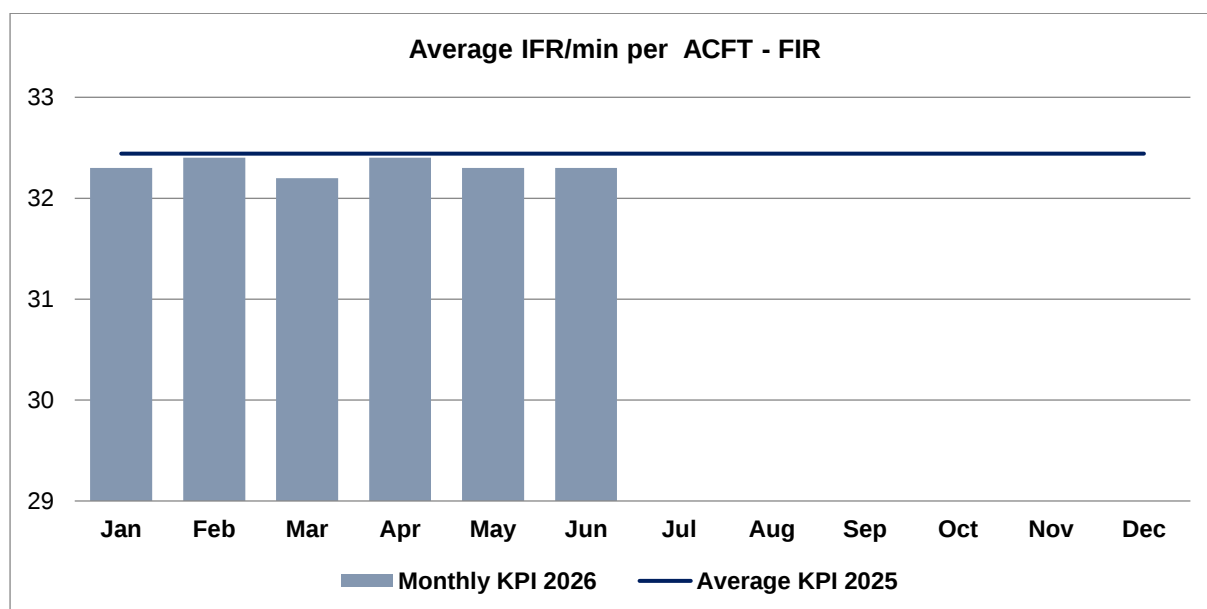
KPI - Average flown IFR/min per ACFT is calculation of average time flown by ACFT by the following formula: the value of “total flown time in minutes” is divided by the value of “number of ACFT”. KPI is min/ACFT.

### 5.6.1 Average IFR/min per ACFT-FIR Baku

All the traffic data of Baku FIR (overflight and aerodrome movements) is used for the 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  | 32  | 32  | 32  | 32  | 32  |     |     |     |     |     |     |

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

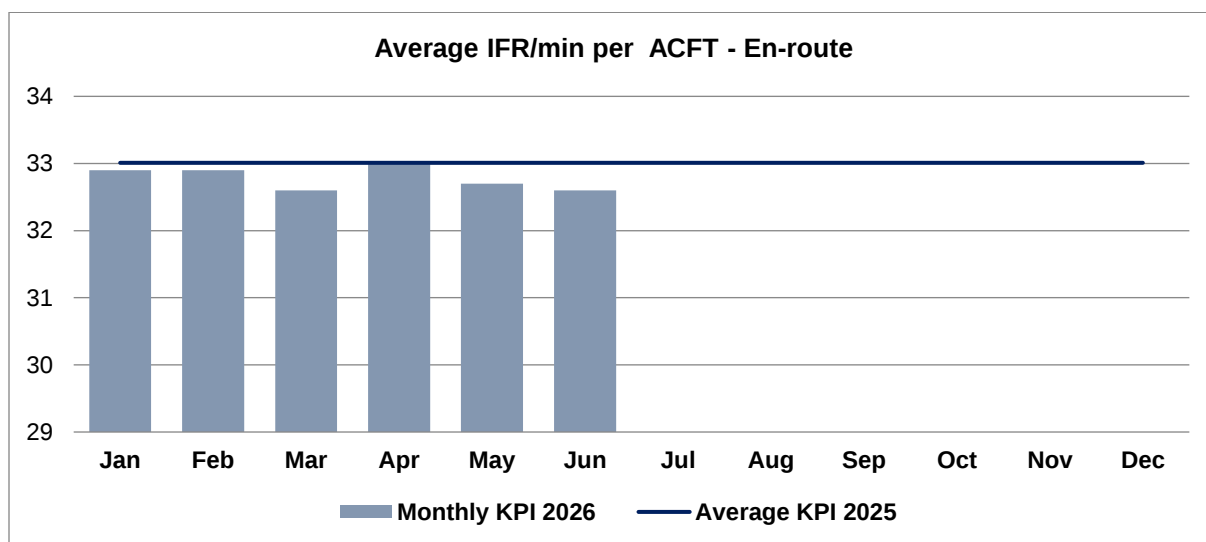


### 5.6.2 Average IFR/min per ACFT – En-route

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

|             | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| <b>2025</b> | 33  | 33  | 33  | 33  | 33  | 33  | 33  | 33  | 33  | 33  | 33  | 33  |
| <b>2026</b> | 33  | 33  | 33  | 33  | 33  | 33  |     |     |     |     |     |     |

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

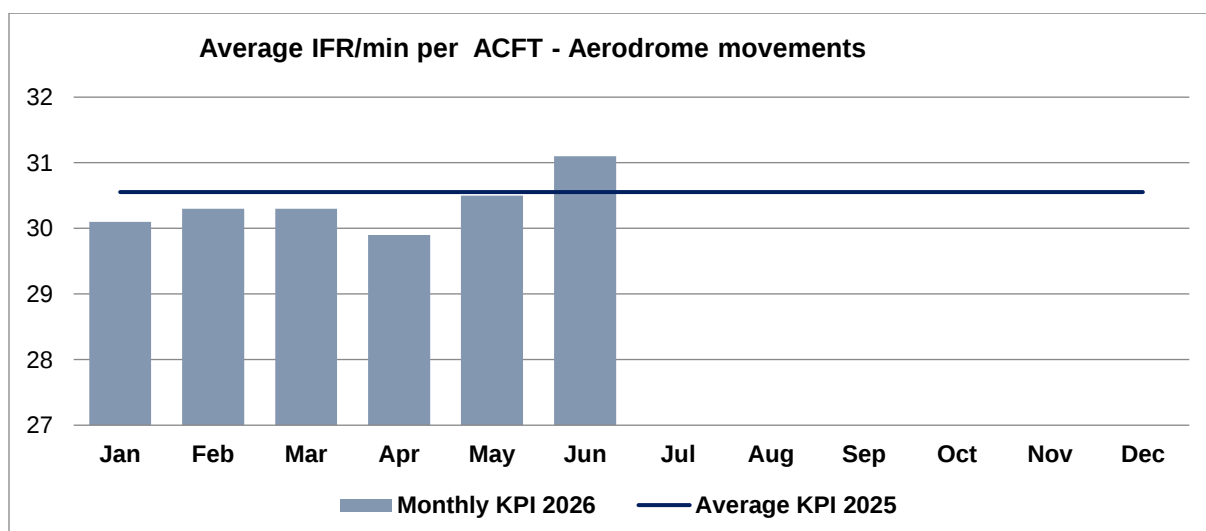


### 5.6.3 Average IFR/min per ACFT – Aerodrome movements

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

|             | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| <b>2025</b> | 30  | 31  | 30  | 31  | 30  | 31  | 31  | 31  | 30  | 30  | 30  | 30  |
| <b>2026</b> | 30  | 30  | 30  | 30  | 31  | 31  |     |     |     |     |     |     |

KPI - Average IFR/min per ACFT (AD) **June 2026 – 31 min/ACFT**



## 5.7 CANSO Productivity KPIs

The key indicator of ANS productivity is IFR flight hours per ATCO in OPS hours, 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 alters 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 June improve productivity by utilizing flexible rostering and adapting airspace configuration to open and close sectors according to evolving traffic patterns.

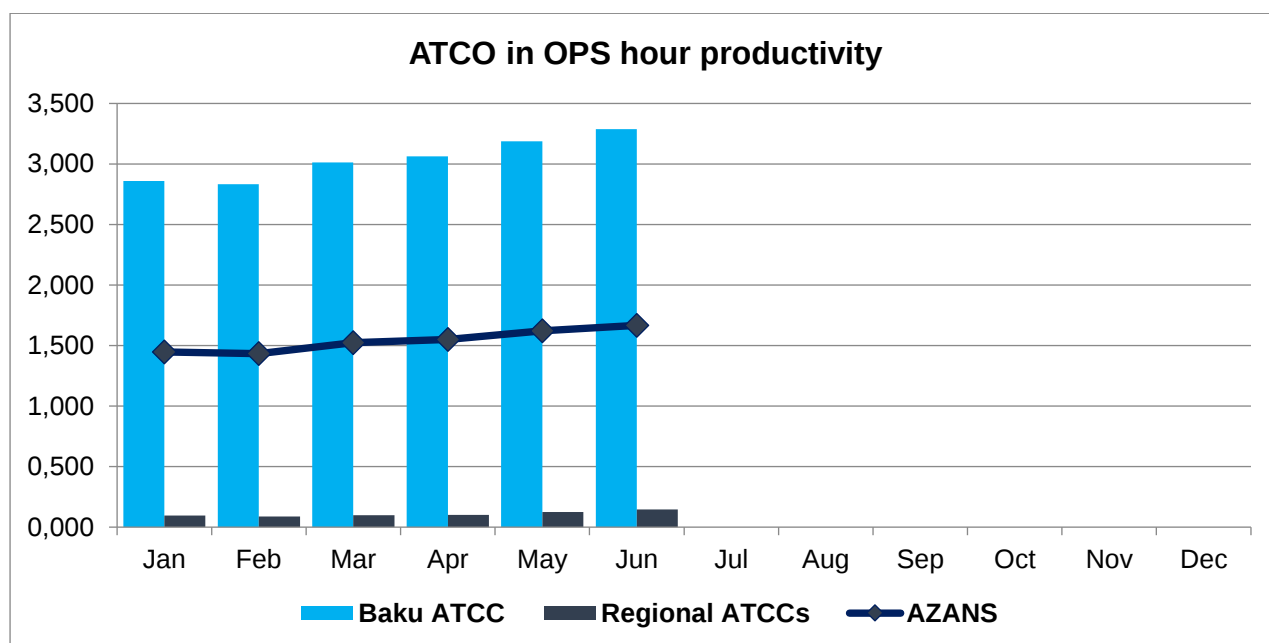
Furthermore, advances in technology are now focusing more than ever on reducing the workload of ATCOs in OPS to enable them to safely manage higher levels of traffic in a given volume of airspace. Training associated with the introduction of technology, however, can lead to short-term reductions in productivity.

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 altitudes.

### 5.7.1 ATCO in OPS hour productivity (CANSO KPI 2B)

KPI “ATCO in OPS hour productivity” is calculated by the formula “IFR flight hours” divided by “ATCOs in OPS hours.”

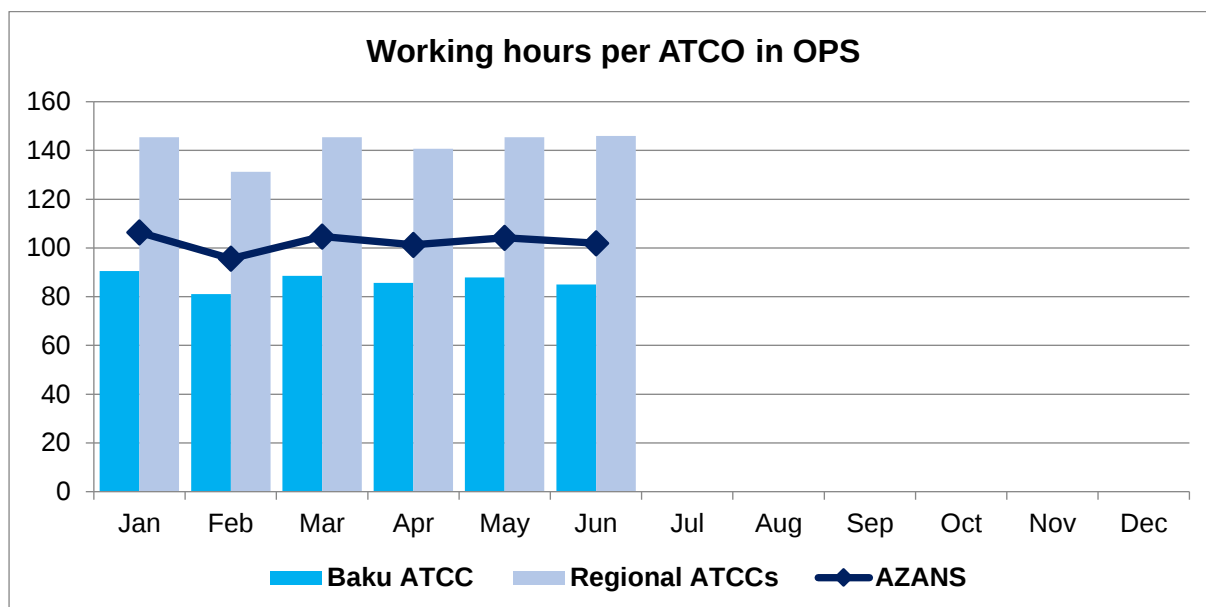
|                                                          |              |
|----------------------------------------------------------|--------------|
| ATCO in OPS hour productivity (AZANS) June 2026          | <b>1,667</b> |
| ATCO in OPS hour productivity (Baku ATCC) June 2026      | <b>3,287</b> |
| ATCO in OPS hour productivity (Regional ATCCs) June 2026 | <b>0,145</b> |



### 5.7.2 Working hours per ATCO in OPS (CANSO KPI 3B)

KPI “Working hours per ATCO in OPS” is calculated by the formula “ATCO in OPS hours” divided by “No of ATCO in OPS.”

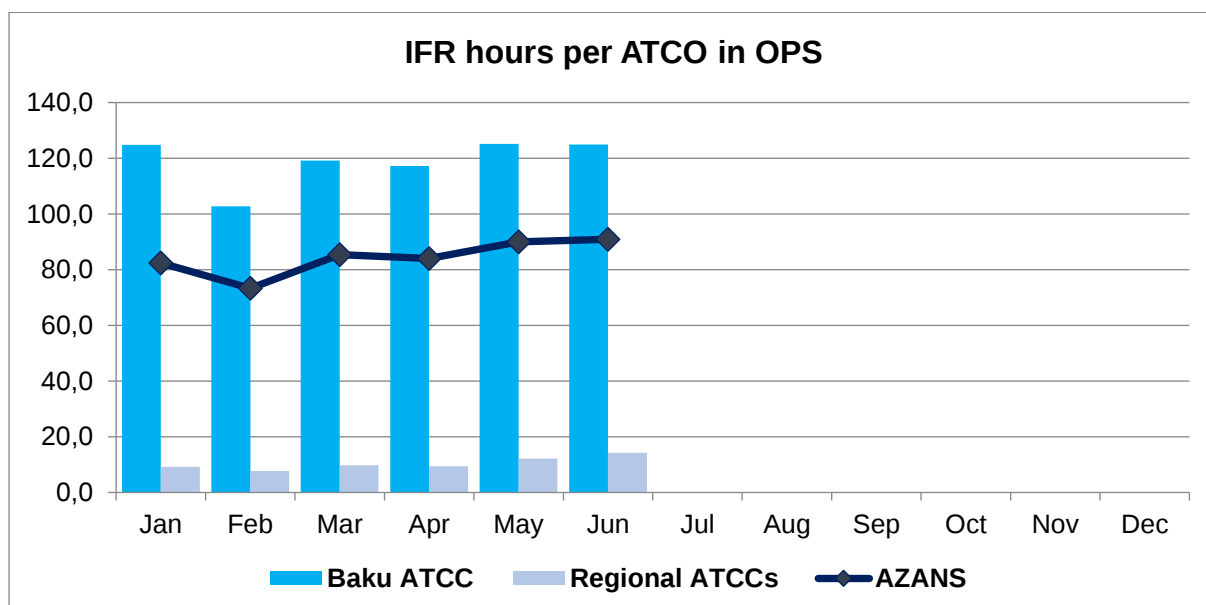
|                                                          |              |
|----------------------------------------------------------|--------------|
| Working hours per ATCO in OPS (AZANS) June 2026          | <b>101,9</b> |
| Working hours per ATCO in OPS (Baku ATCC) June 2026      | <b>85</b>    |
| Working hours per ATCO in OPS (Regional ATCCs) June 2026 | <b>146</b>   |



### 5.7.3 IFR hours per ATCO in OPS (CANSO KPI 3C)

KPI “IFR hours per ATCO in OPS” is calculated by the formula “IFR flight hours” divided by “No of ATCO in OPS.”

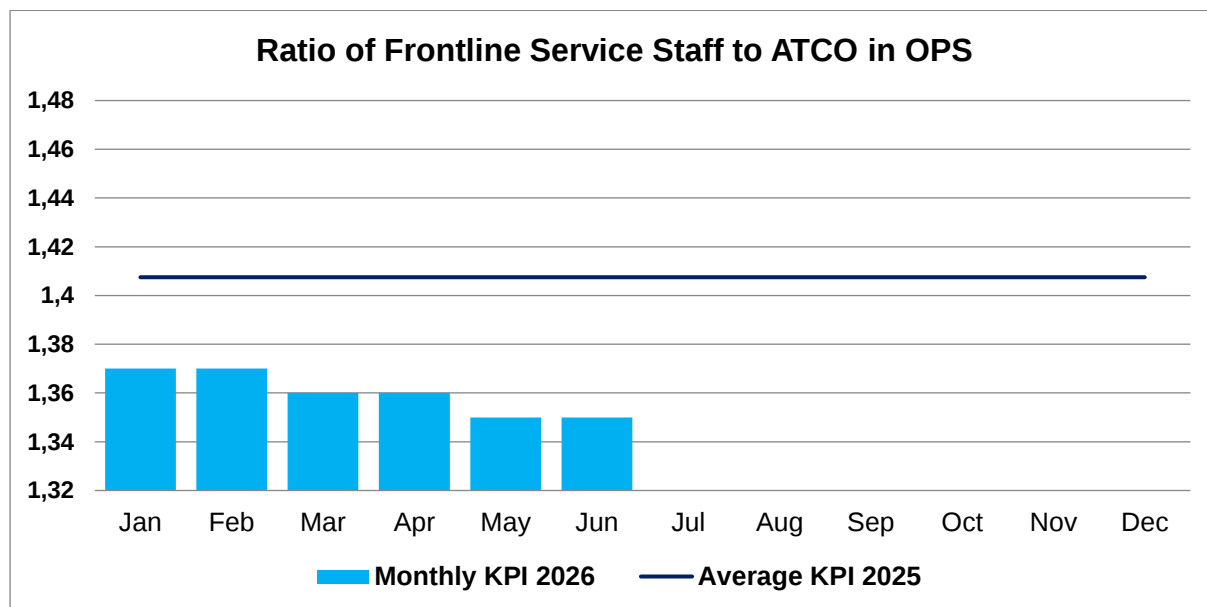
|                                                     |              |
|-----------------------------------------------------|--------------|
| IFR hour per ATCO in OPS (AZANS) June 2026          | <b>90,9</b>  |
| IFR hour per ATCO in OPS (Baku ATCC) June 2026      | <b>124,9</b> |
| IFR hour per ATCO in OPS (Regional ATCCs) June 2026 | <b>14,2</b>  |



#### 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 the formula “No. Frontline Service Support Staff” divided by “No of ATCO in OPS.”

Ratio of Frontline Service Staff to ATCO in OPS **June 2026**      **1.35**

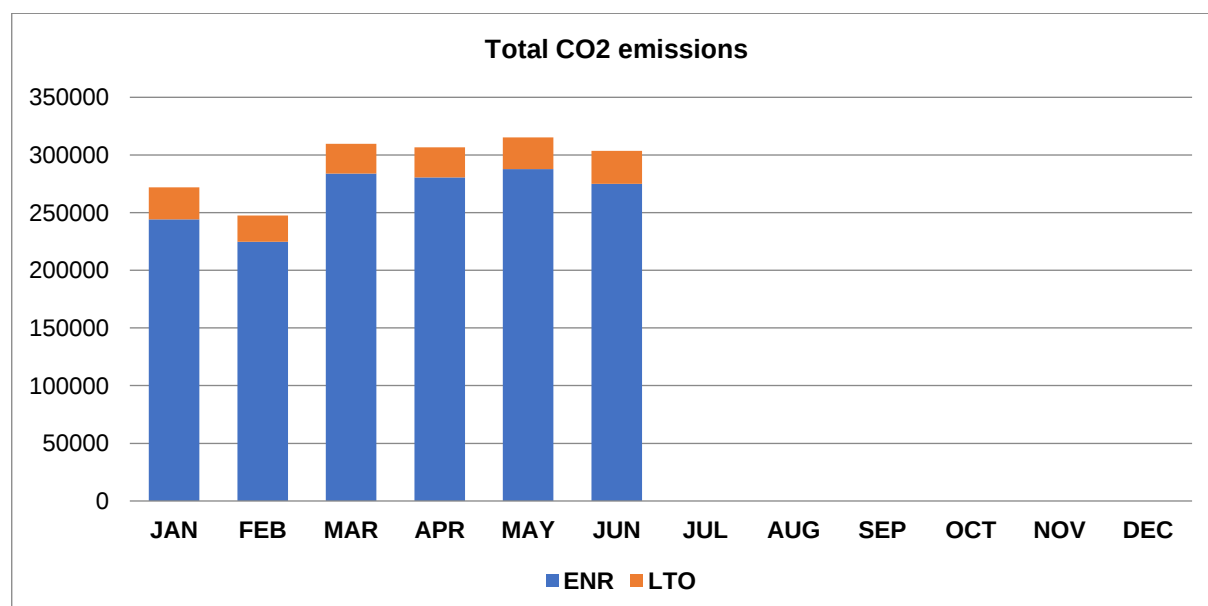


#### 5.8 CO2 emissions

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

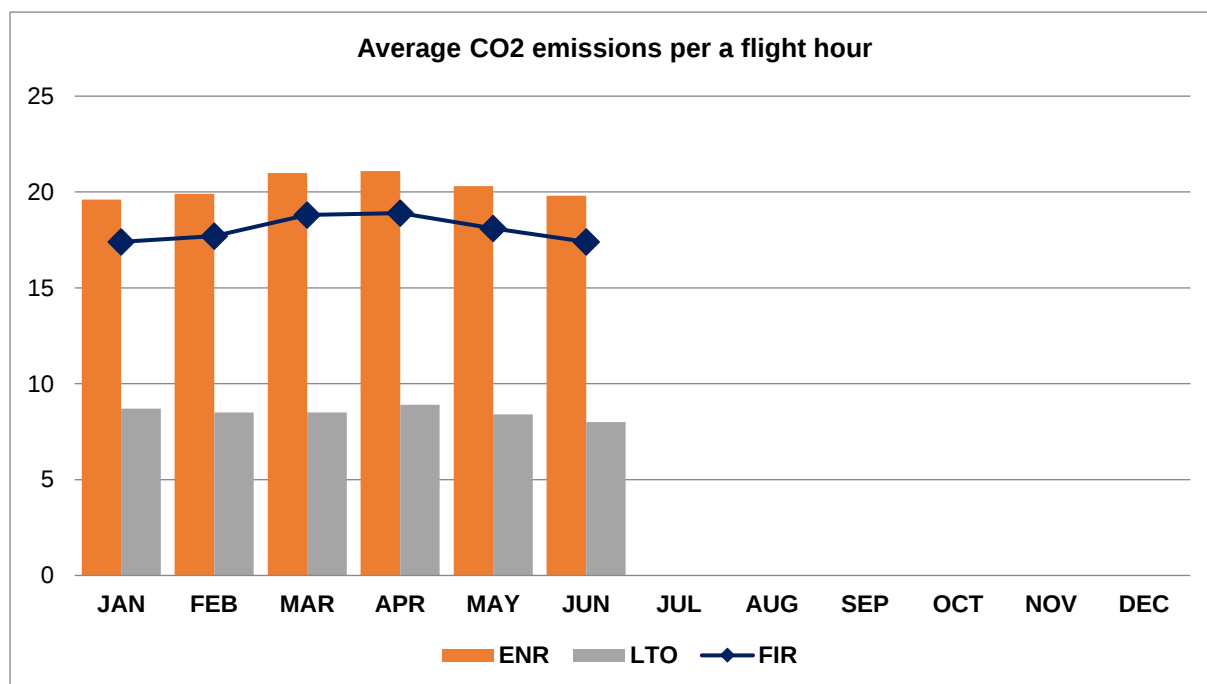
##### 5.8.1 Total CO2 emissions

|                                     |                     |
|-------------------------------------|---------------------|
| Total CO2 emissions (FIR) June 2026 | <b>303 706 tons</b> |
| Total CO2 emissions (ENR) June 2026 | <b>274 919 tons</b> |
| Total CO2 emissions (LTO) June 2026 | <b>28 787 tons</b>  |



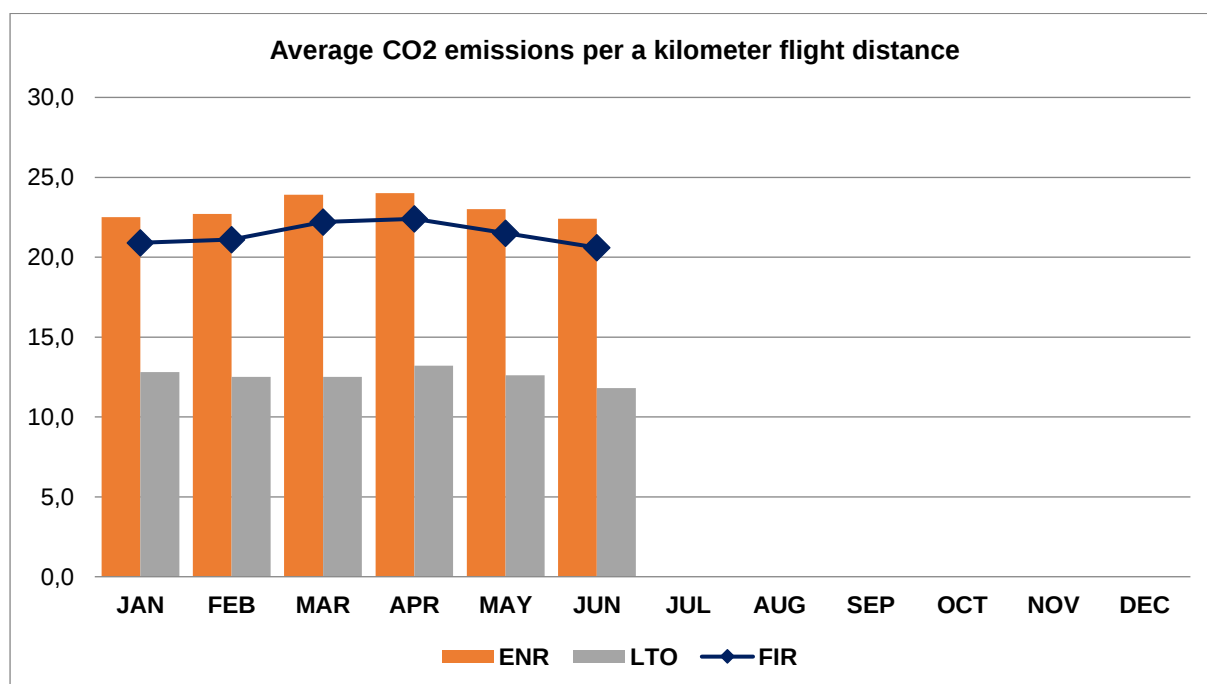
### 5.8.2 CO2 emissions per flight hour

|                                     |      |      |                      |
|-------------------------------------|------|------|----------------------|
| CO2 emissions per flight hour (FIR) | June | 2026 | <b>17,4 ton/hour</b> |
| CO2 emissions per flight hour (ENR) | June | 2026 | <b>19,8 ton/hour</b> |
| CO2 emissions per flight hour (LTO) | June | 2026 | <b>8 ton/hour</b>    |



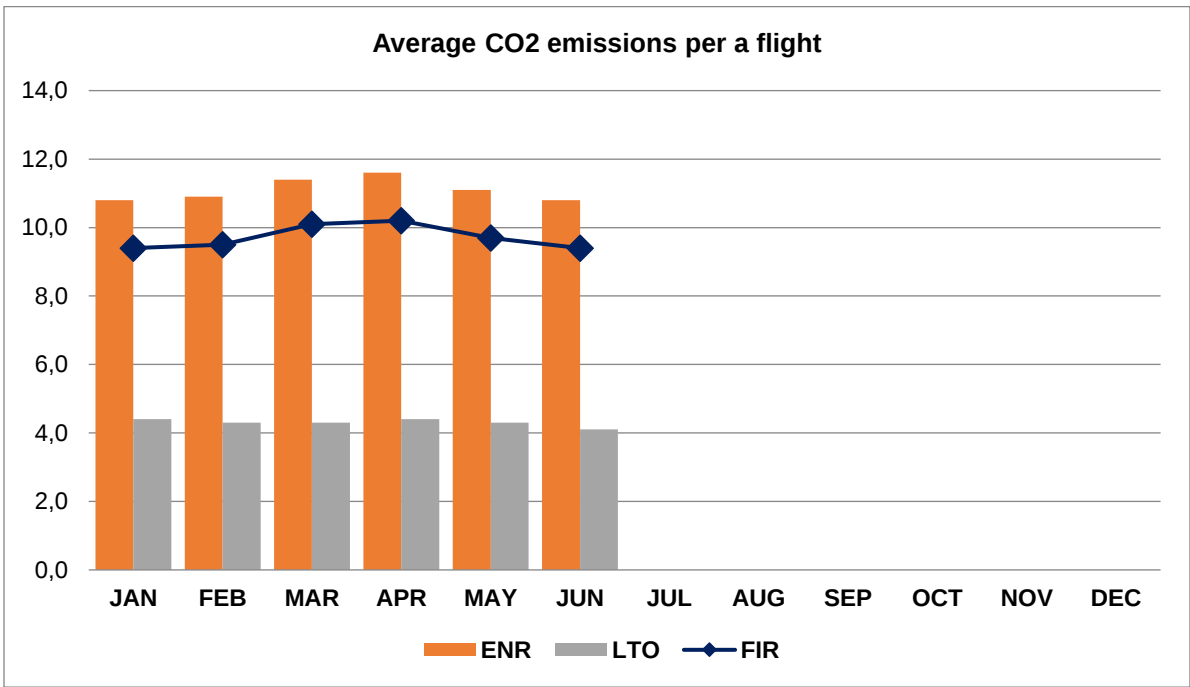
### 5.8.3 CO2 emissions per kilometer flight distance

|                                                     |      |      |                   |
|-----------------------------------------------------|------|------|-------------------|
| CO2 emissions per a kilometer flight distance (FIR) | June | 2026 | <b>20,6 kg/km</b> |
| CO2 emissions per a kilometer flight distance (ENR) | June | 2026 | <b>22,4 kg/km</b> |
| CO2 emissions per a kilometer flight distance (LTO) | June | 2026 | <b>11,8 kg/km</b> |



5.8.4 CO2 emissions per flight

|                                |      |      |      |            |
|--------------------------------|------|------|------|------------|
| CO2 emissions per flight (FIR) | June | 2026 | 9,4  | ton/flight |
| CO2 emissions per flight (ENR) | June | 2026 | 10,8 | ton/flight |
| CO2 emissions per flight (AD)  | June | 2026 | 4,1  | ton/flight |

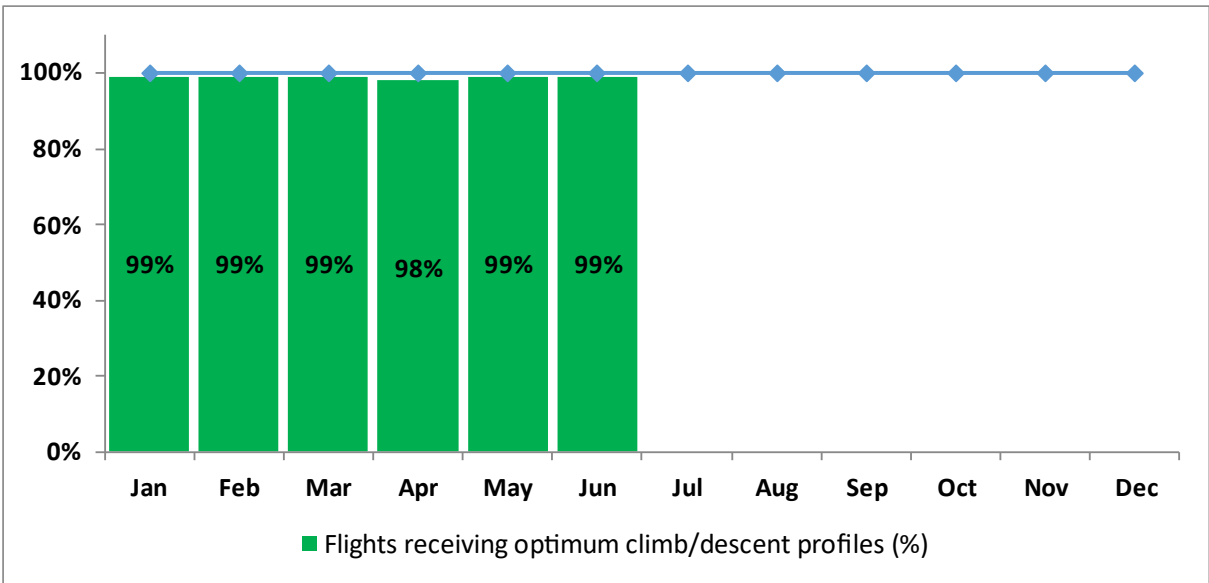


5.9 KPI – CCO/CDO operations

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

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

KPI - CCO/CDO operations **June 2026** **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 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) | June 2026 | 236 Airlines. |
| KPI - Number of airspace users (ENR) | June 2026 | 206 Airlines. |
| KPI - Number of airspace users (AD)  | June 2026 | 69 Airlines.  |

