



Airspace
Supervision &
Efficiency
Center



Air Traffic Statistics Report July 2026

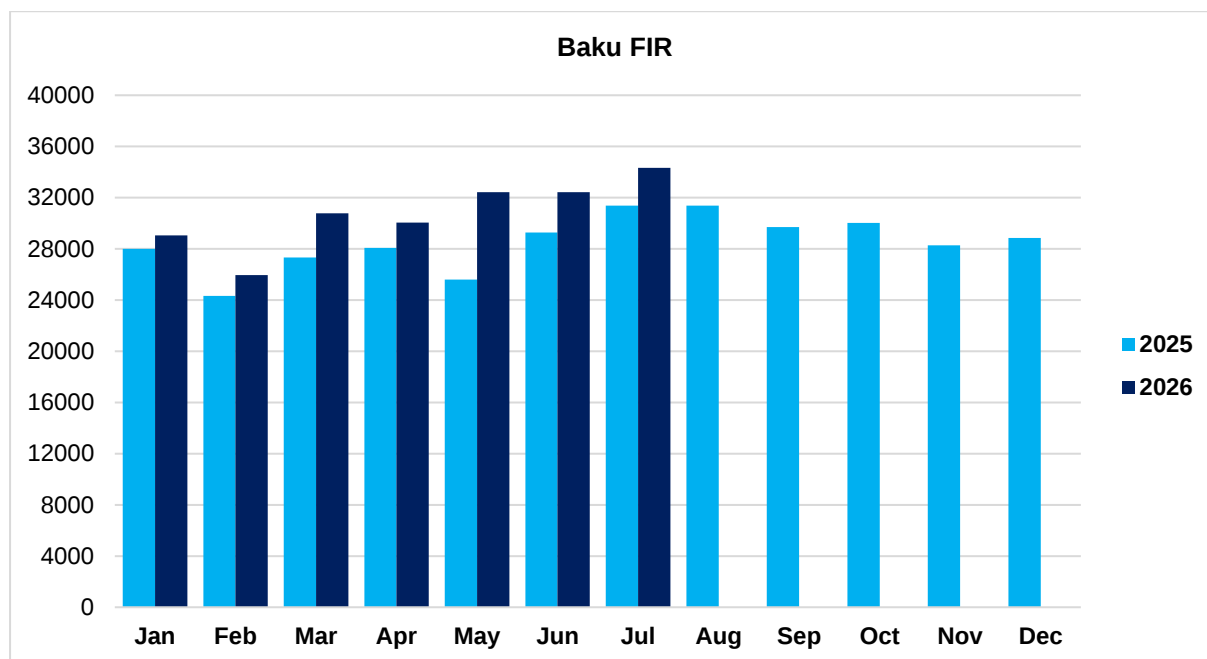
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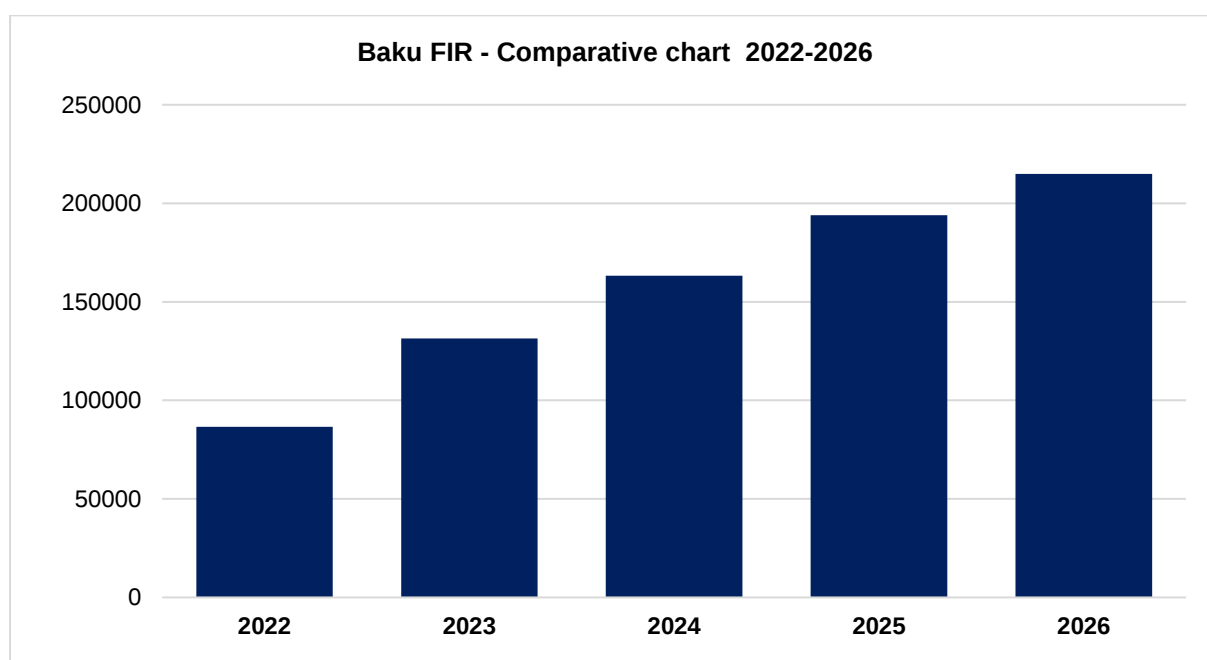
1 Baku FIR Air Traffic Statistics Data (IFR movements).

1.1 General Air Traffic Statistics Data

The number of IFR movements within Baku FIR recorded in July is **34 322** ACFT. Average number of IFR movements per day is **1 107** ACFT (Peak day, July 18, 2026 **1 178** ACFT; low day, July 06, 2026 – **1040** ACFT). Comparison with **July 2025 - +9.36%** .

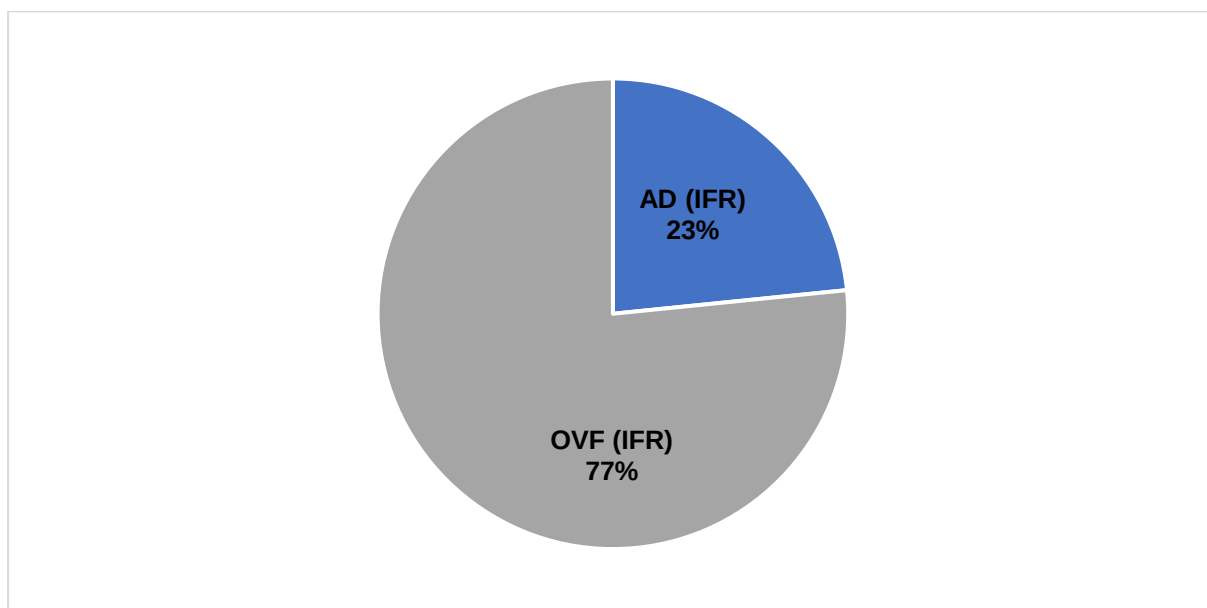


The number of IFR movements within Baku FIR recorded for the **seven** months of 2026 is **214 994** ACFT. The average number of IFR movements per day is **1 014** ACFT. Comparison with the same period of 2025 – **+10,85 %** .

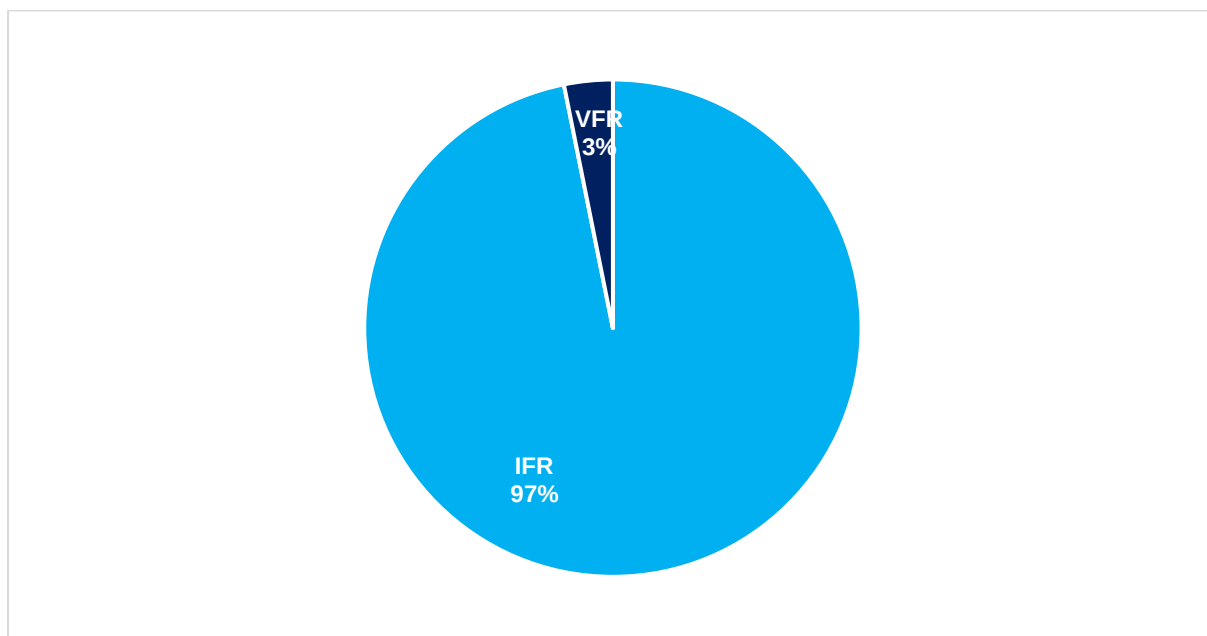


1.2 Traffic Segments.

1.2.1 The number of IFR movements within Baku FIR recorded in July is **34 322** ACFT, where **26 292** ACFT are overflight traffic and **8 030** ACFT are aerodrome movements.



1.2.2 Total number of movements within Baku FIR recorded in July is **35 493** ACFT, where **34 322** ACFT are IFR movements and **1171** ACFT are VFR movements. The average number of movements per day is **1145** ACFT. Comparison with July 2025 – **+9,29%**.

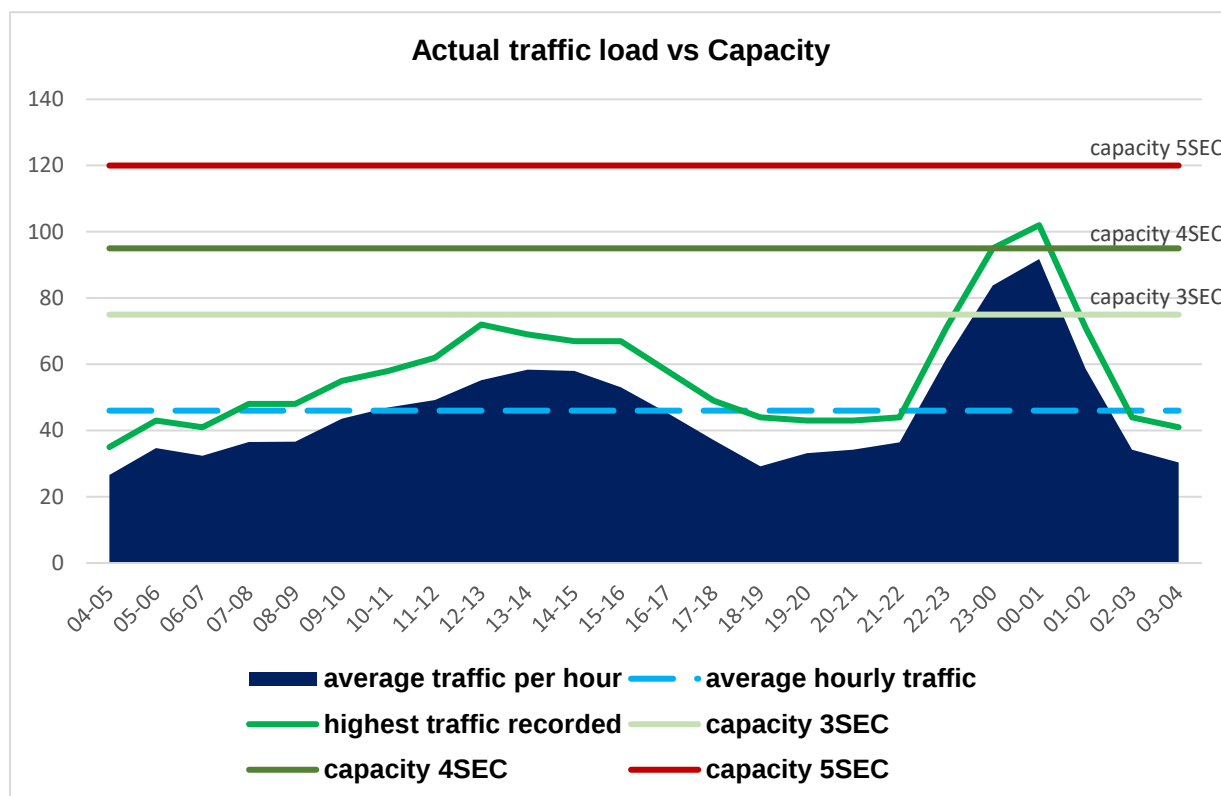


1.3 Capacity vs traffic demand

Highest traffic recorded **102 ACFT** (July 20, 2026 00:00-01:00)

Peak hour (July average data):	00:00-01:00	92 ACFT
	23:00-00:00	84 ACFT
	01:00-02:00	59 ACFT
	11:00-12:00	49 ACFT
	12:00-13:00	55 ACFT

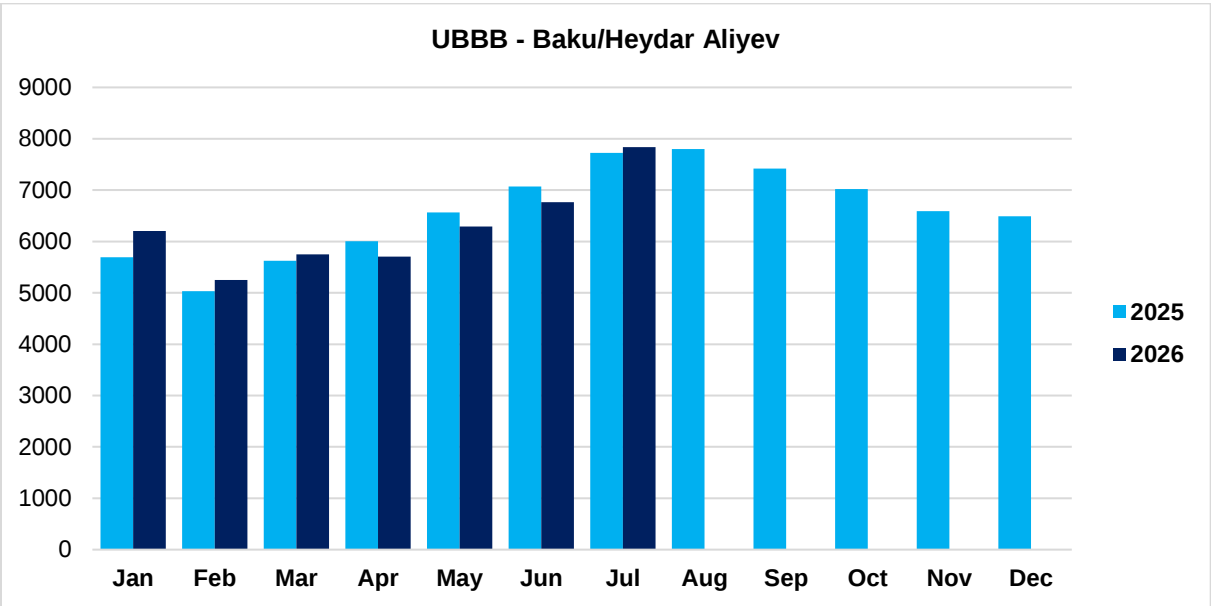
The following picture reflects the traffic demand by hour vs the capacity of Baku FIR.



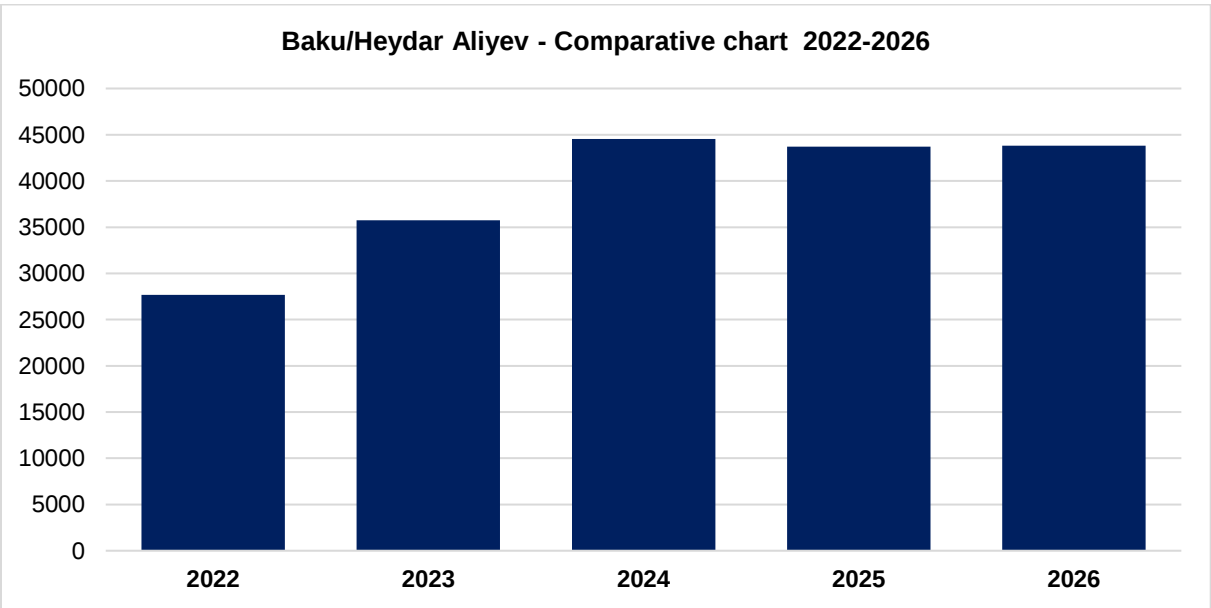
2. Aerodrome Movements Statistics Data.

2.1 Heydar Aliyev International Airport.

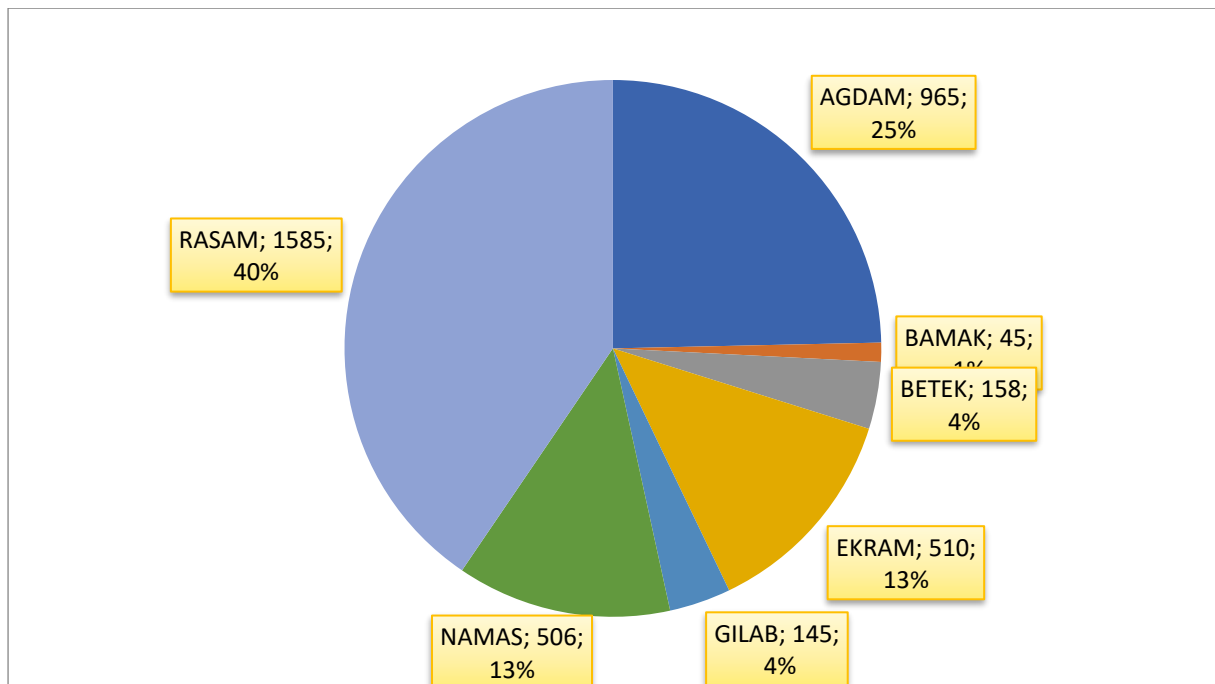
The total number of movements at Baku/Heydar Aliyev International Airport recorded in July is **7 838 ACFT**. Average number of movements per day is **253 ACFT** (Peak day, July 26, 2026 - **281 ACFT**; low day, July 06, 2026 – **223 ACFT**). Comparison with **July 2025** – **+ 1,48%** .



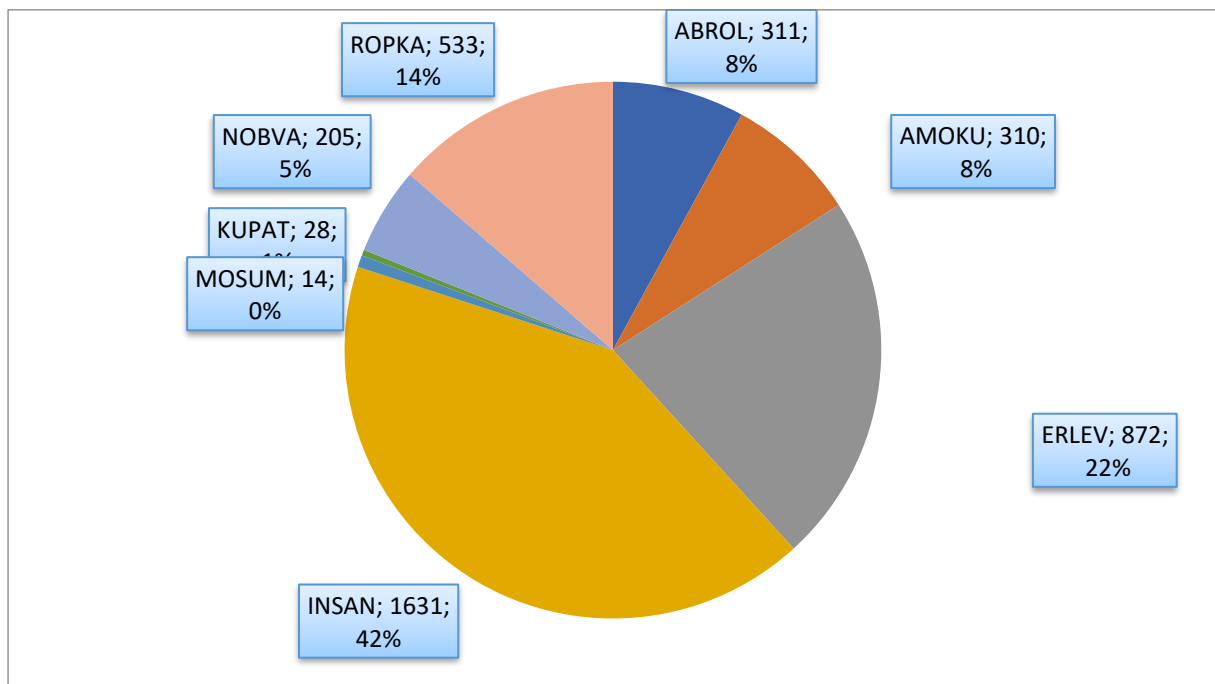
The number of movements at Baku/Heydar Aliyev International Airport recorded for the **seven** months of 2026 is **43 805 ACFT**. The average number of movements per day is **207 ACFT**. Comparison with the same period of 2025 – **+0,22%**.



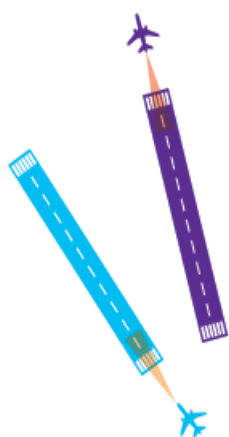
2.1.3 Air traffic flows – Load of SIDs.



2.1.4 Air traffic flows – Load of STARs.



2.1.5 Use of RWY 16/34 and 17/35



Takeoff:

RWY 16/34	1320 ACFT
RWY 17/35	2598 ACFT

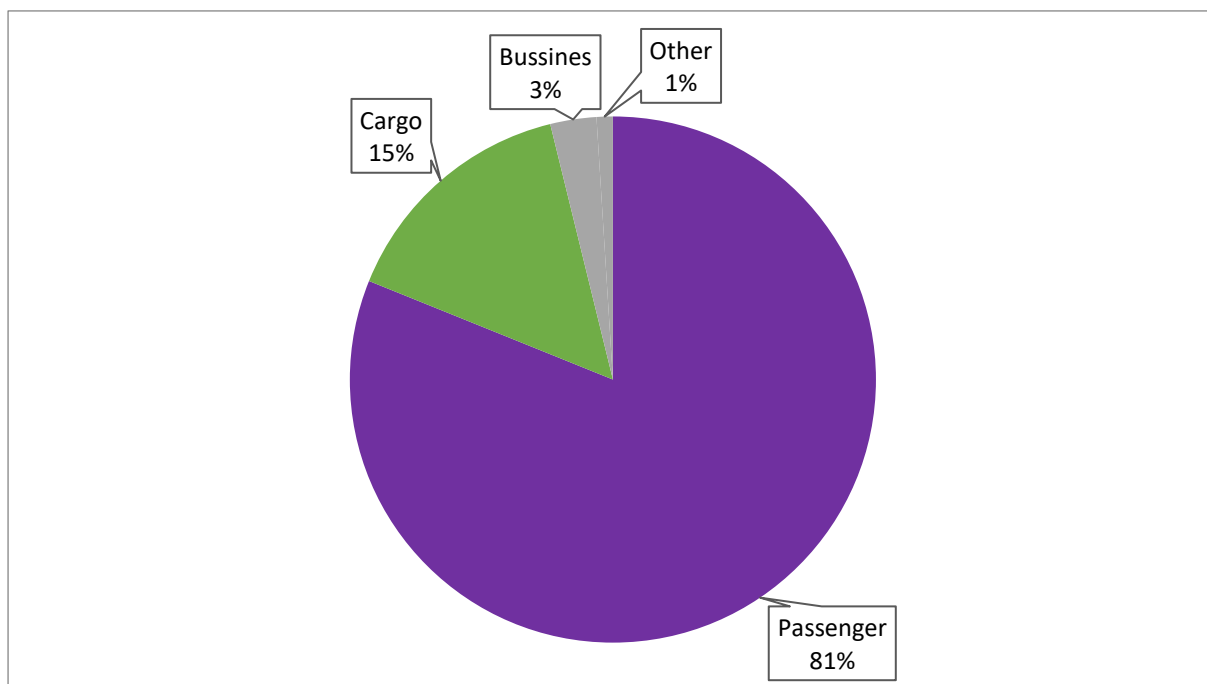
Landing:

RWY 16/34	1598 ACFT
RWY 17/35	2314 ACFT

Total:

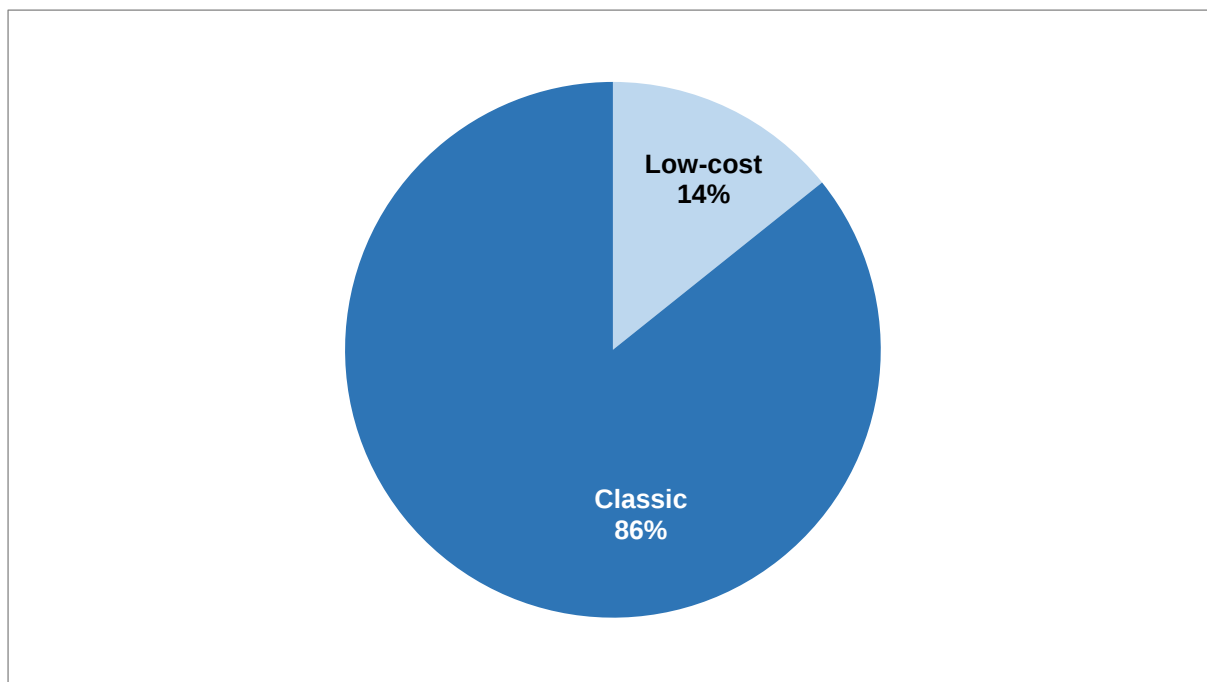
RWY 16/34	2918 ACFT
RWY 17/35	4912 ACFT

2.1.6 Types of flights



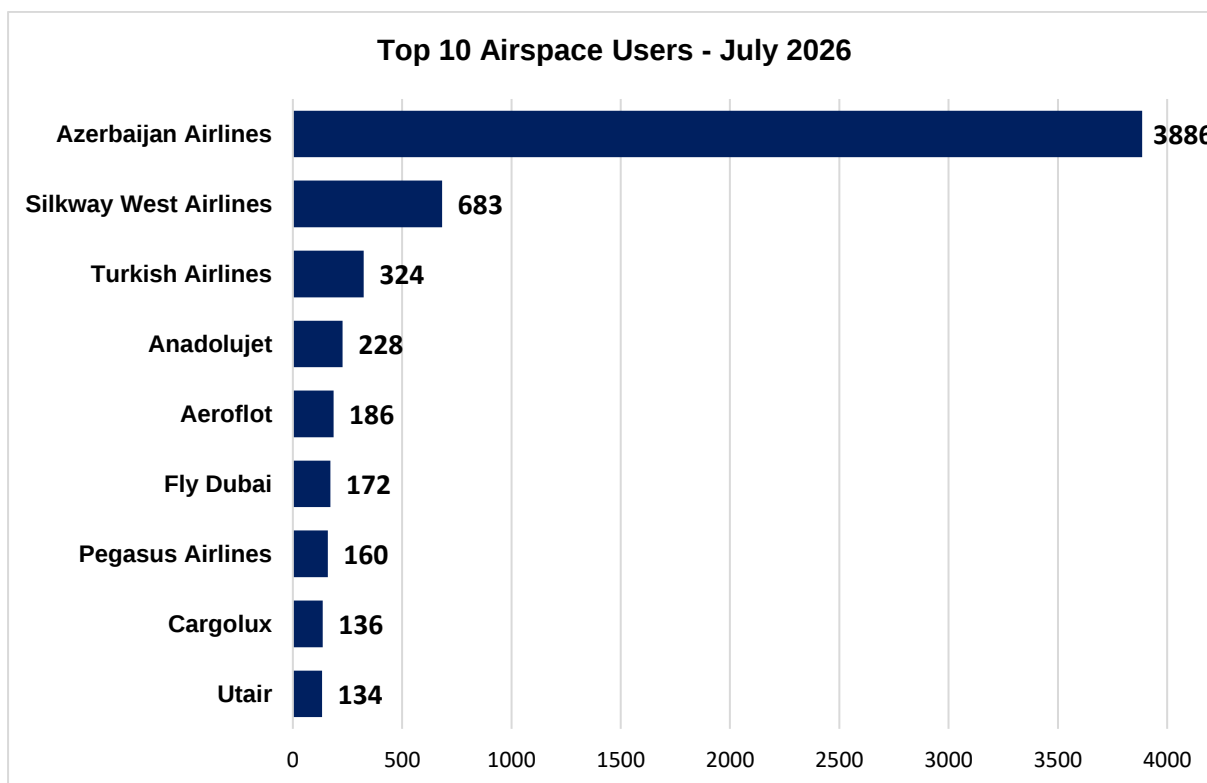
2.1.7 Passenger flights (Budget/low-cost vs classic)

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.**

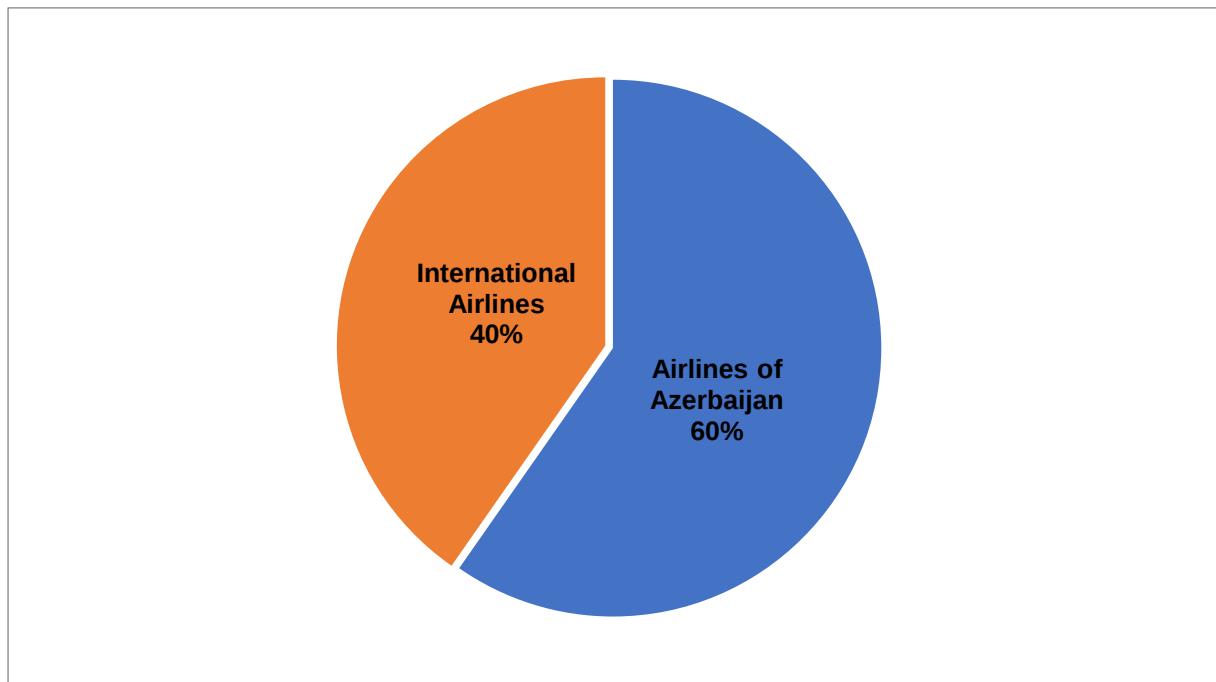


2.1.8 Aircraft Operators – Top 10 Airspace Users

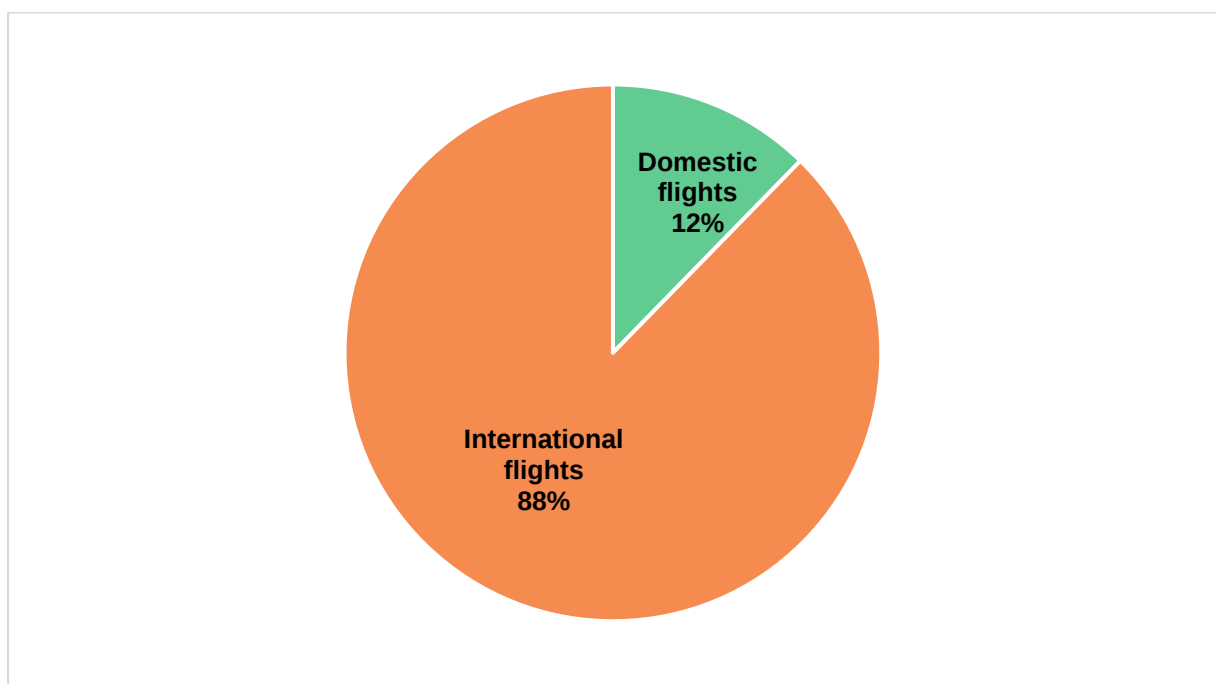
Note: This chart shows the number of flights in **July 2026**.



2.1.9 Aircraft Operators – Airlines of Azerbaijan vs international airlines.

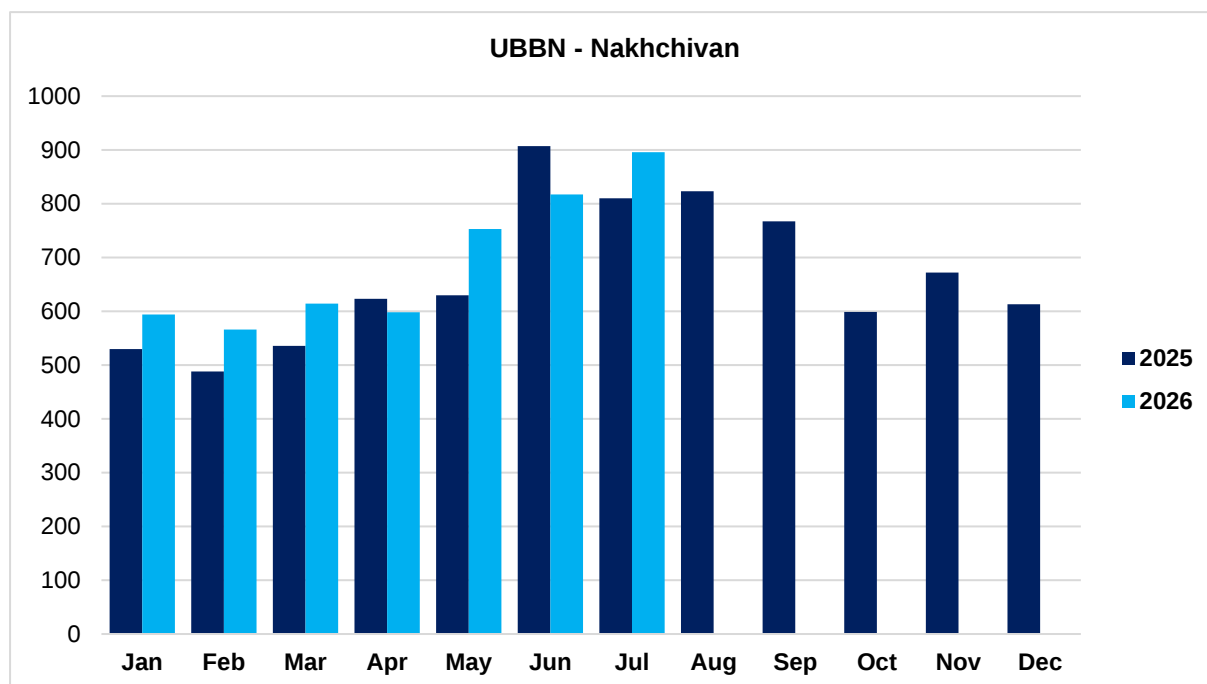


2.1.10 Traffic Segments – Domestic vs International

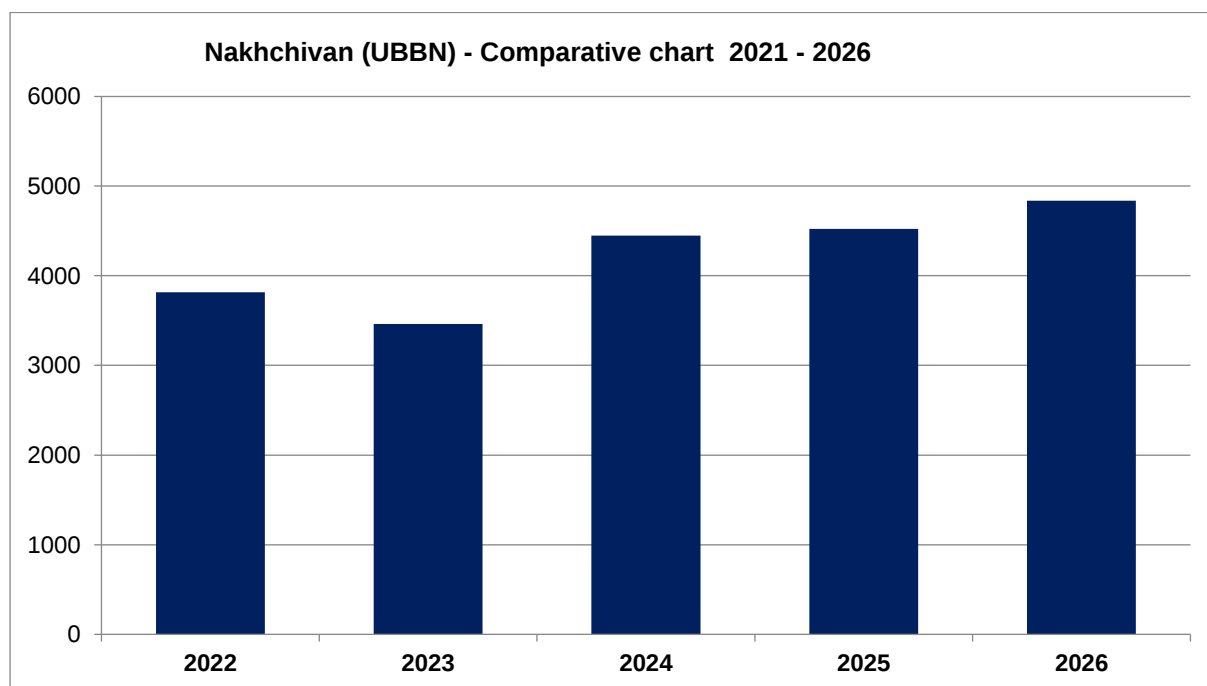


2.2 Nakhchivan International Airport.

The total number of movements at Nakhchivan International Airport recorded in July is **896 ACFT**. The average number of movements per day is **29 ACFT**. Comparison with **July 2025 – +10,62%**.

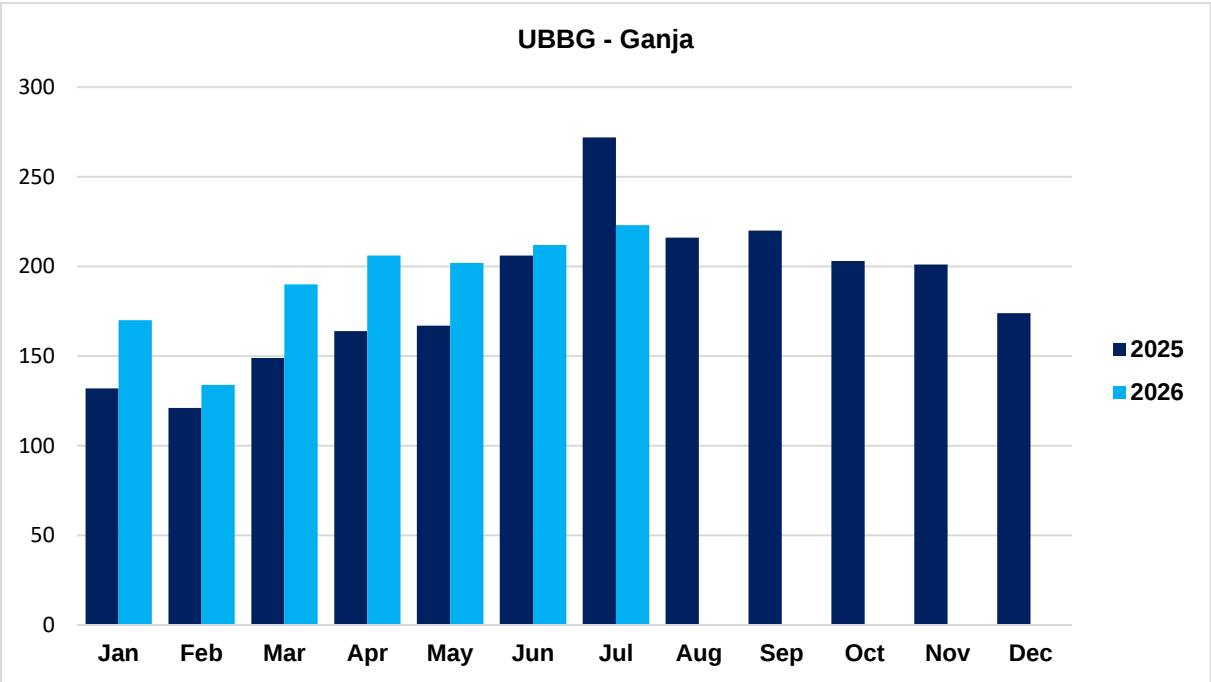


The number of movements at Nakhchivan International Airport recorded for the **seven** months of 2026 is **4838 ACFT**. The average number of movements per day is **23 ACFT**. Comparison with the same period of 2025 – **+6,94%**.

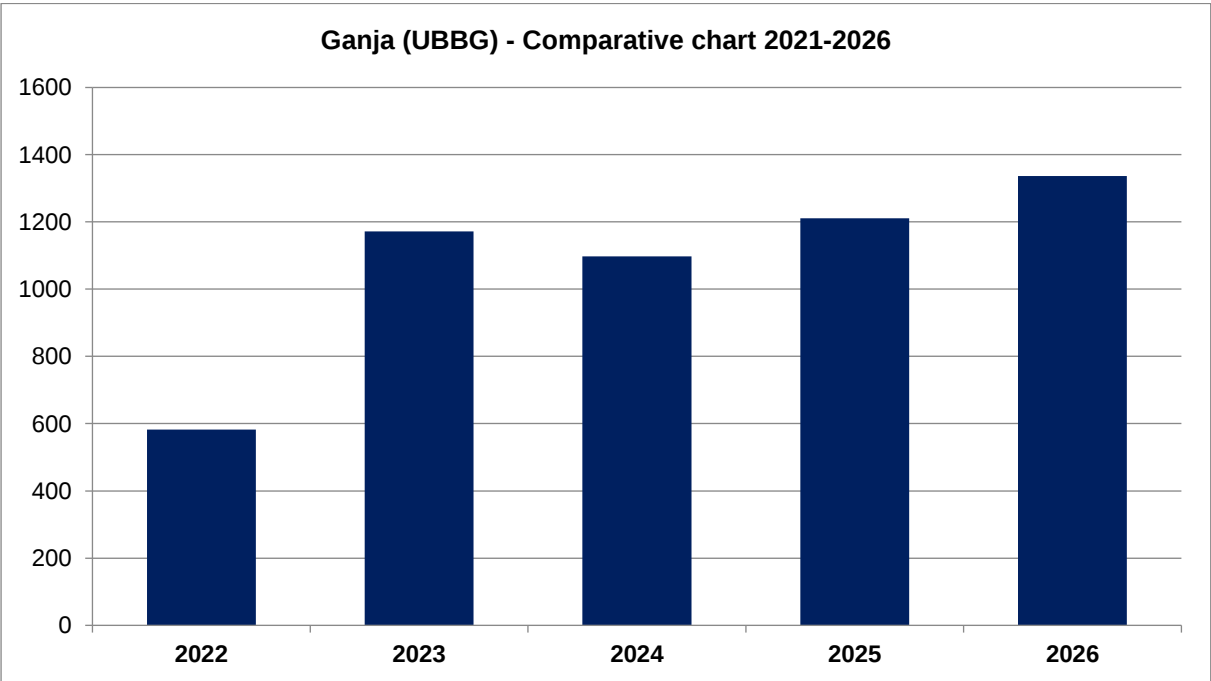


2.3 Ganja International Airport.

The total number of movements at Ganja International Airport recorded in July is **223 ACFT**. The average number of movements per day is **7 ACFT**. Comparison with **July 2025 – -18,01%**.

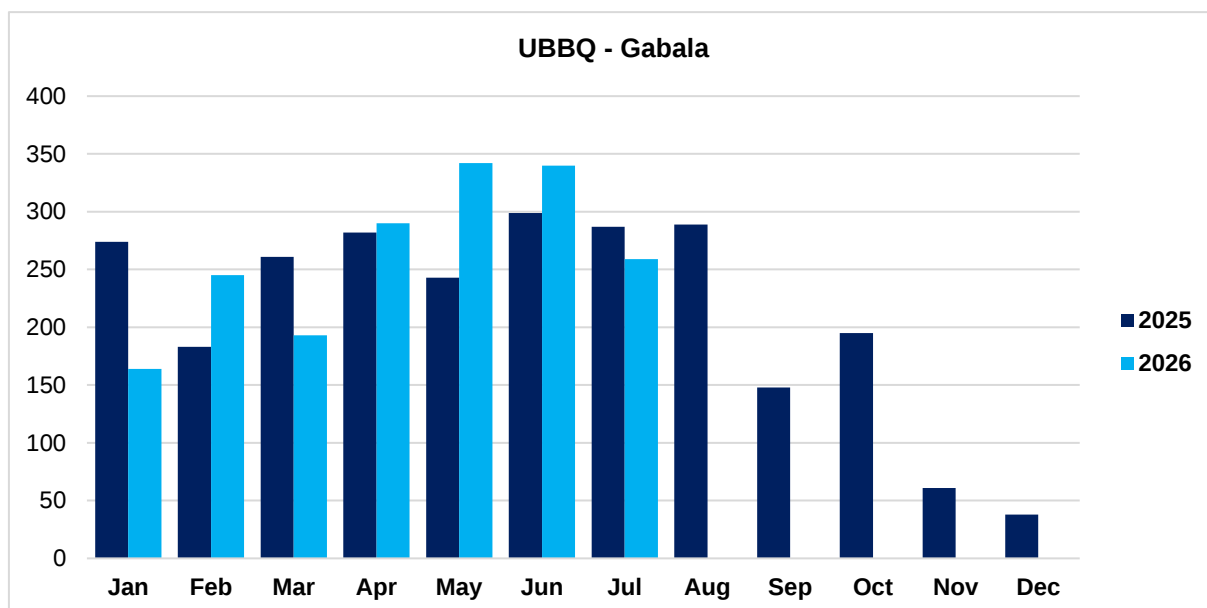


The number of movements at Ganja International Airport recorded for the **seven** months of 2026 is **1337 ACFT**.The average number of movements per day is **6 ACFT**. Comparison with the same period of 2025 – **+10,4 %**.

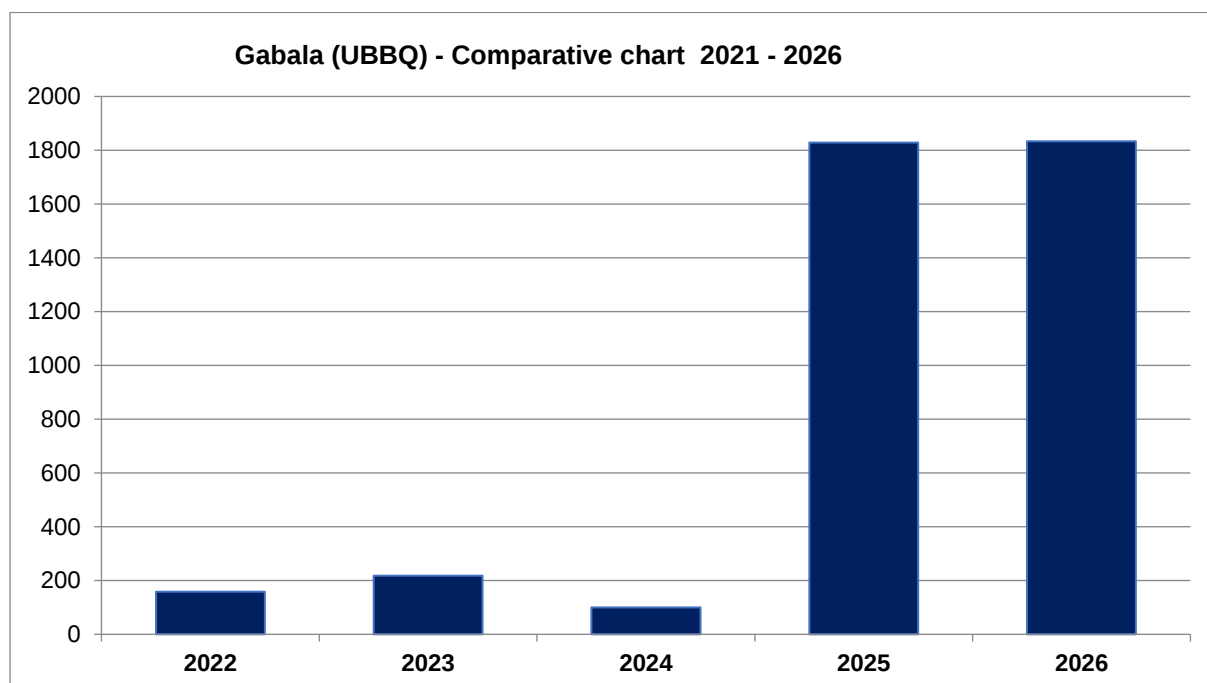


2.4 Gabala International Airport.

The total number of movements at Gabala International Airport recorded in July is **259 ACFT**. The average number of movements per day is **8 ACFT**. Comparison with **July 2025** – **- 9,8%**.



The number of movements at Gabala International Airport recorded for the **seven** months of 2026 is **1833 ACFT**. The average number of movements per day is **9 ACFT**. Comparison with the same period of 2025 – **+0,2%**.



2.5 Fuzuli International Airport.

The total number of movements at Fuzuli International Airport recorded in July is **28 ACFT**.

2.6 Lankaran International Airport.

The total number of movements at Lankaran International Airport recorded in July is **10 ACFT**.

2.7 Zagatala International Airport.

No movement recorded .

2.8 Zangilan International Airport.

The total number of movements at Zangilan International Airport recorded in July is **14 ACFT**.

2.9 Lachin International Airport.

The total number of movements at Lachin International Airport recorded in July is **6 ACFT**

2.10 Yevlakh airport.

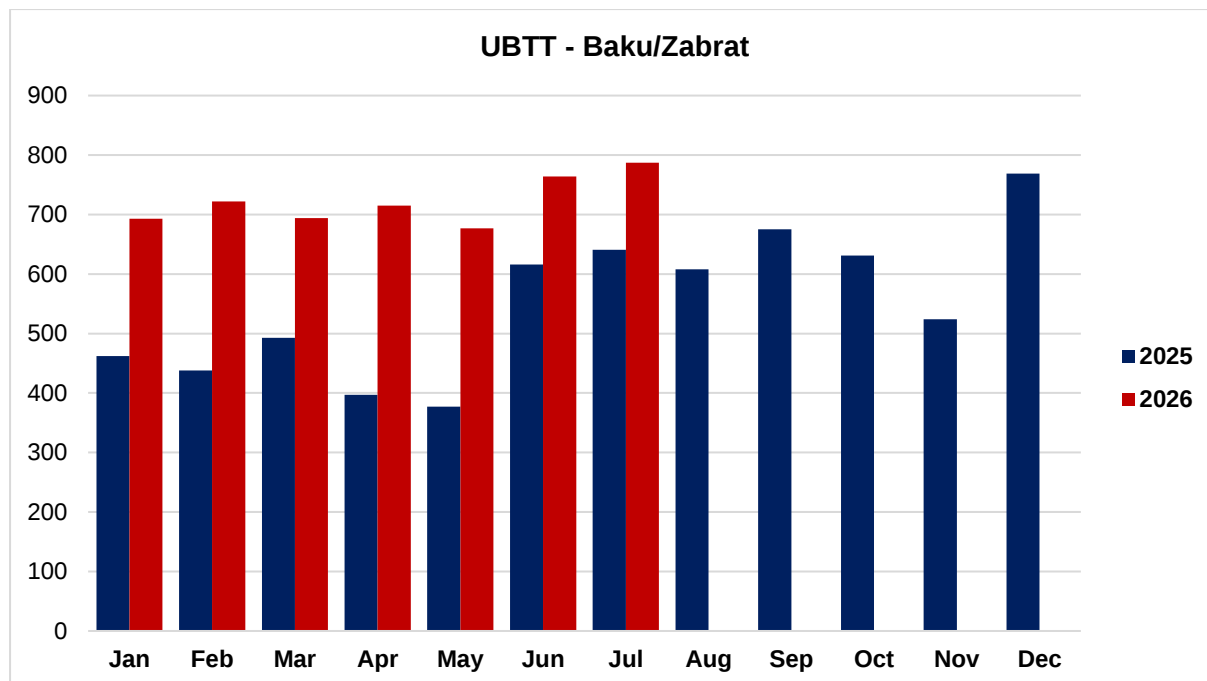
The total number of movements at Yevlakh International Airport recorded in July is **6 ACFT**.

Comparison with **July 2025** – **-94,06%**.

3. VFR Movements Statistics data.

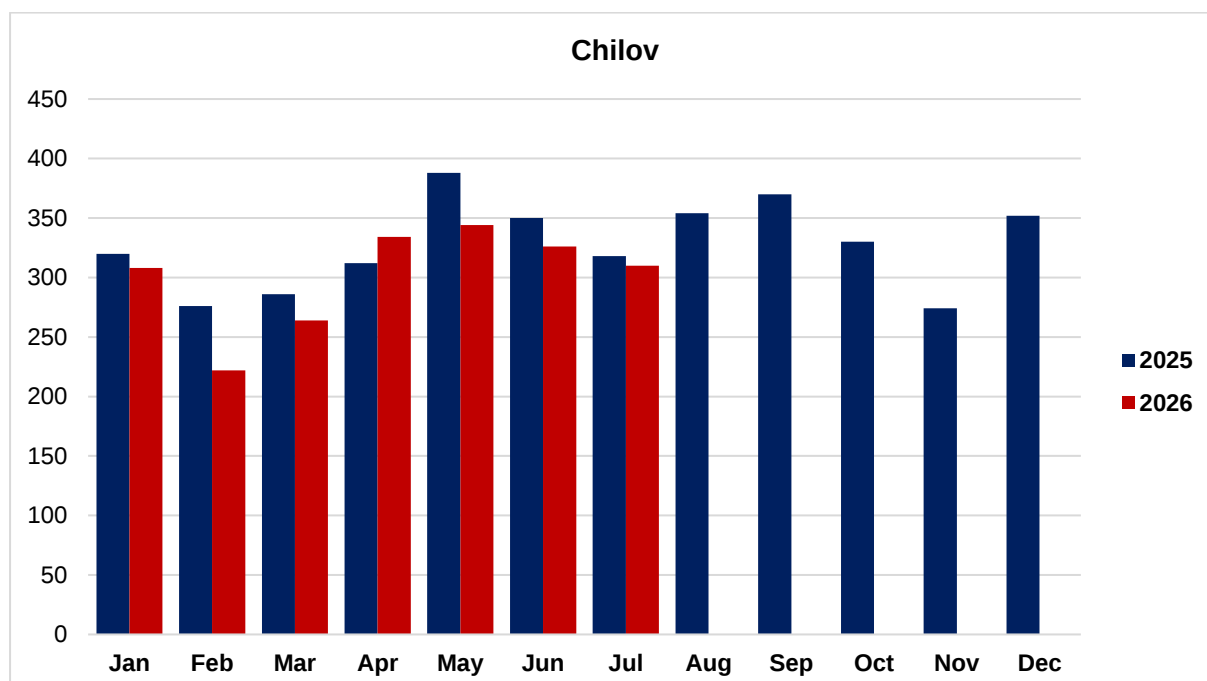
3.1 Baku/Zabrat airport.

The total number of VFR movements at Baku/Zabrat airport recorded in July is **787** ACFT. The average number of movements per day is **25** ACFT. Comparison with **July 2025 – +22,78%**.



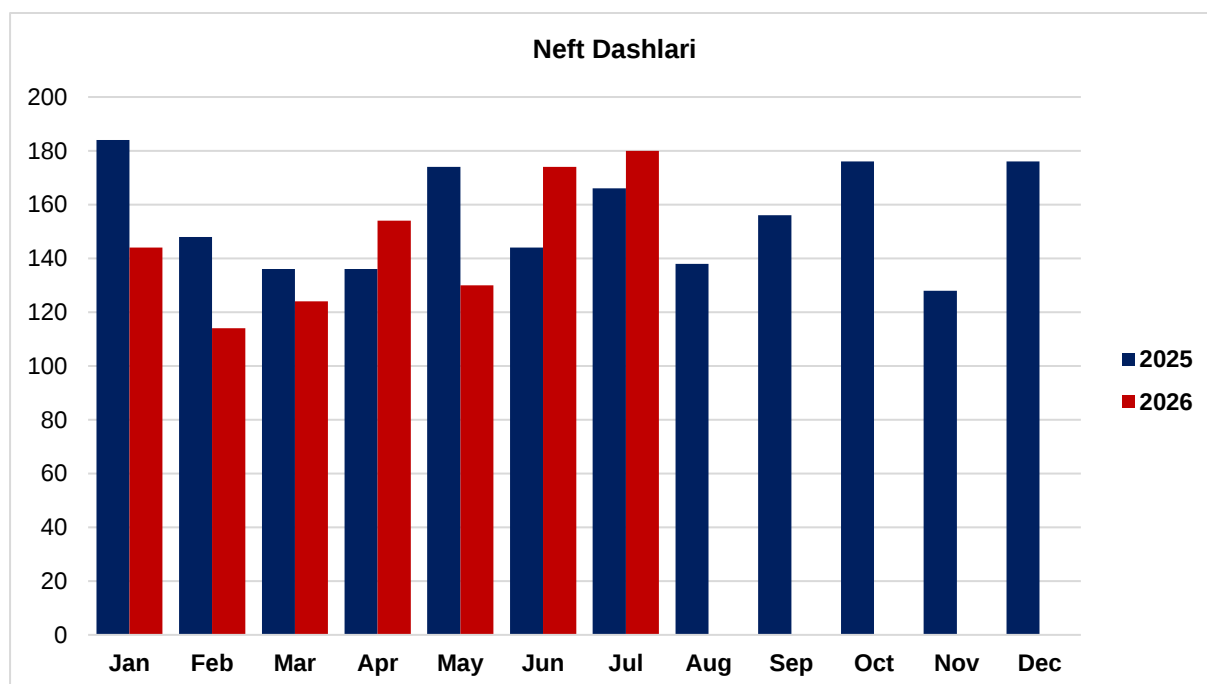
3.2 Chilov heliport.

The total number of VFR movements at Chilov heliport recorded in July is **310** ACFT. The average number of movements per day is **10** ACFT. Comparison with **July 2025 - -2,52 %**.



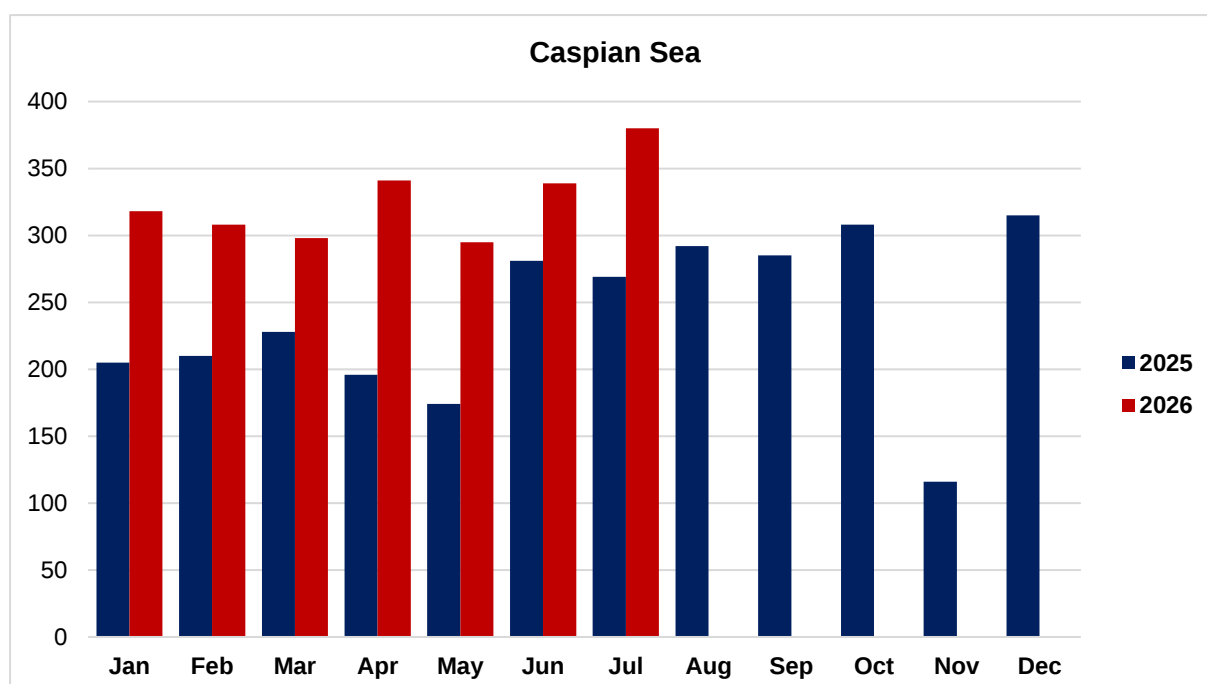
3.3 Neft Dashlari heliport.

The total number of VFR movements at Neft Dashlari heliport recorded in July is **180** ACFT. The average number of movements per day is **5** ACFT
Comparison with **July 2025 – +8,43%**.



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 July is **380** ACFT. The average number of movements per day is **12** ACFT.
Comparison with **July 2025 – +41,26%**.

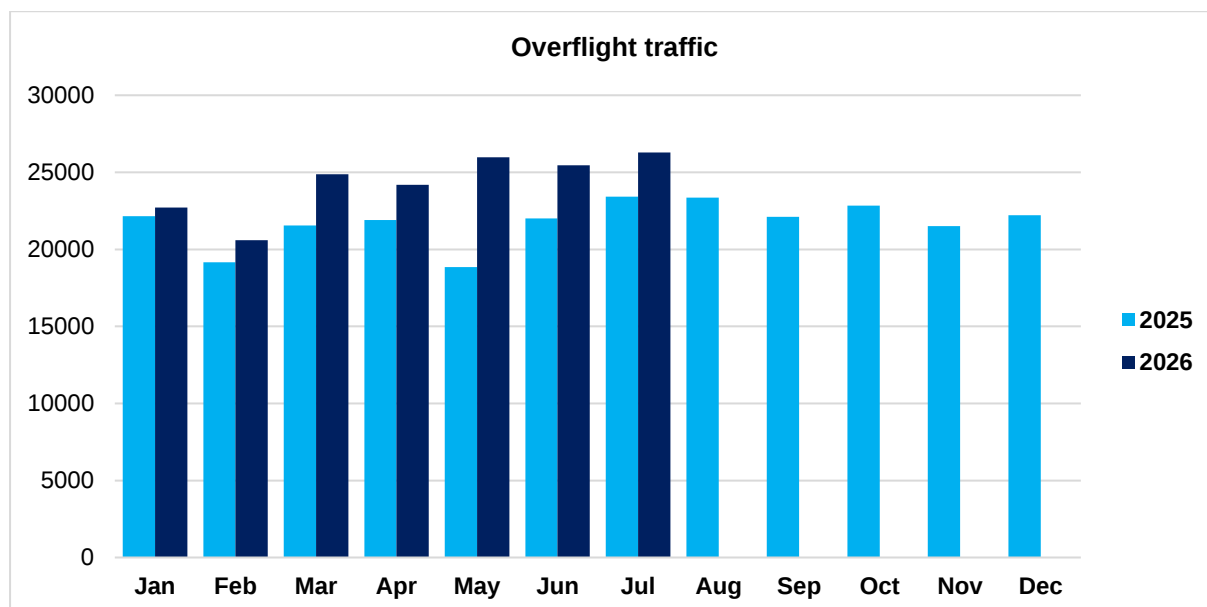


4. Overflight Air Traffic Statistics Data.

4.1 General Air Traffic Statistics Data

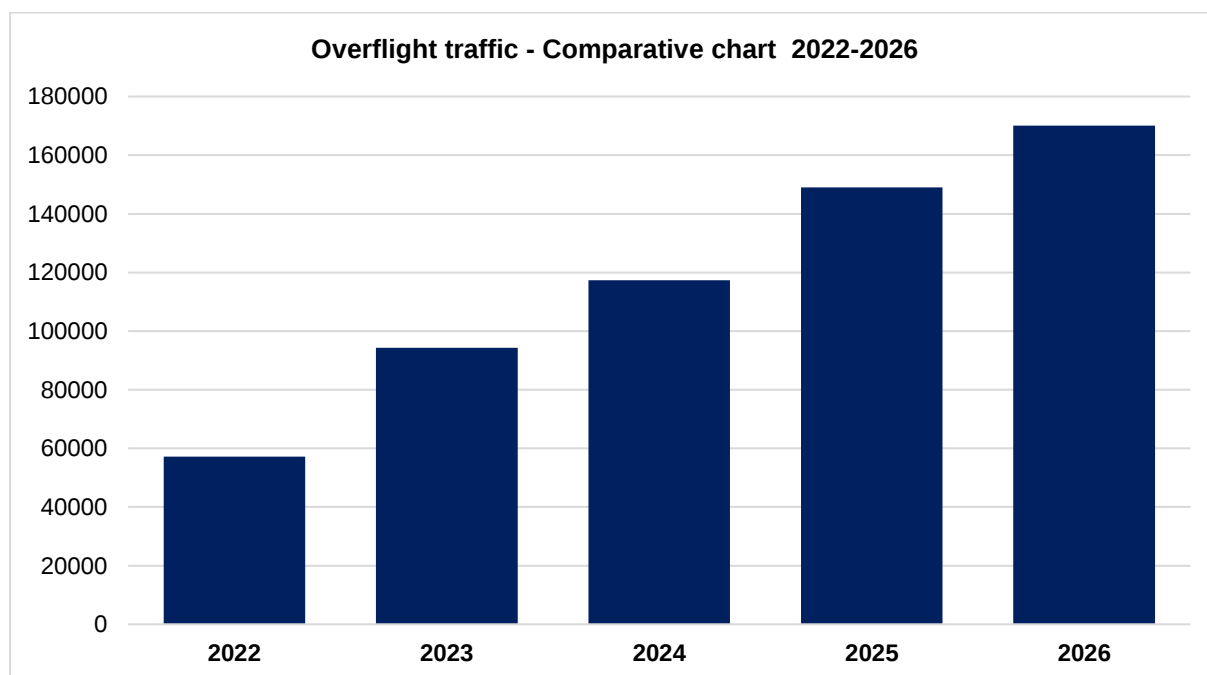
The number of overflights via Baku FIR recorded in July is **26 292** ACFT. Average number of overflights per day is **848** ACFT (Peak day, July 04, 2026 – **895** ACFT; low day, July 20, 2026 – **806** ACFT).

Comparison with **July 2025** – **+12,27 %**.

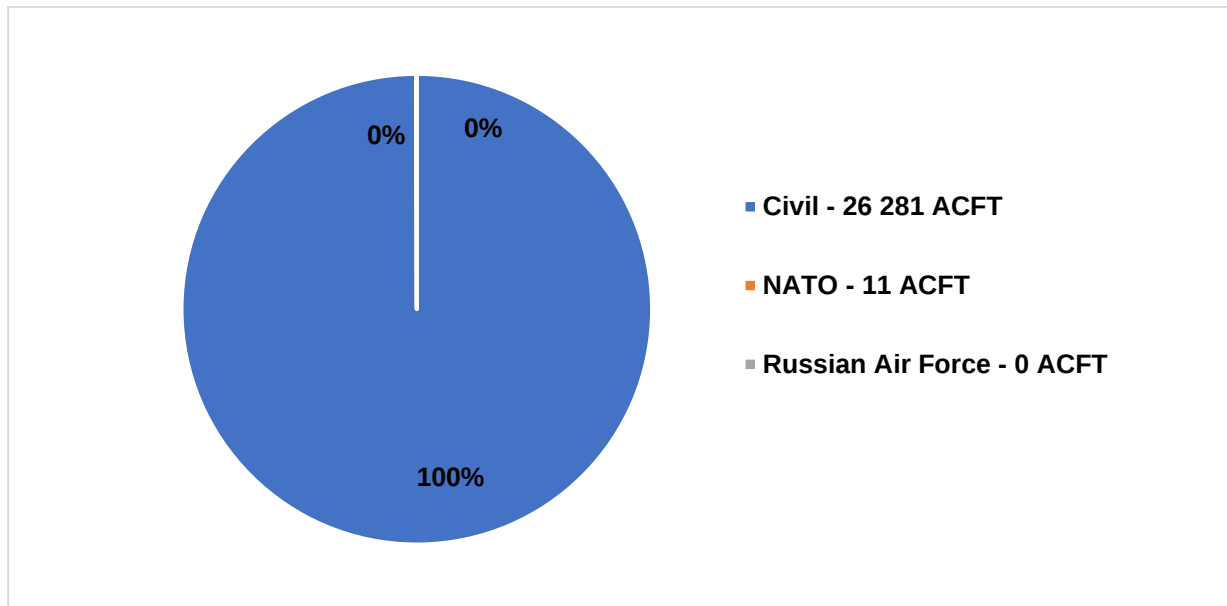


The number of overflights via Baku FIR recorded for **seven** months of 2026 is **170 062** ACFT. The average number of overflights per day is **802** ACFT.

Comparison with the same period of 2025 – **+14,1%**

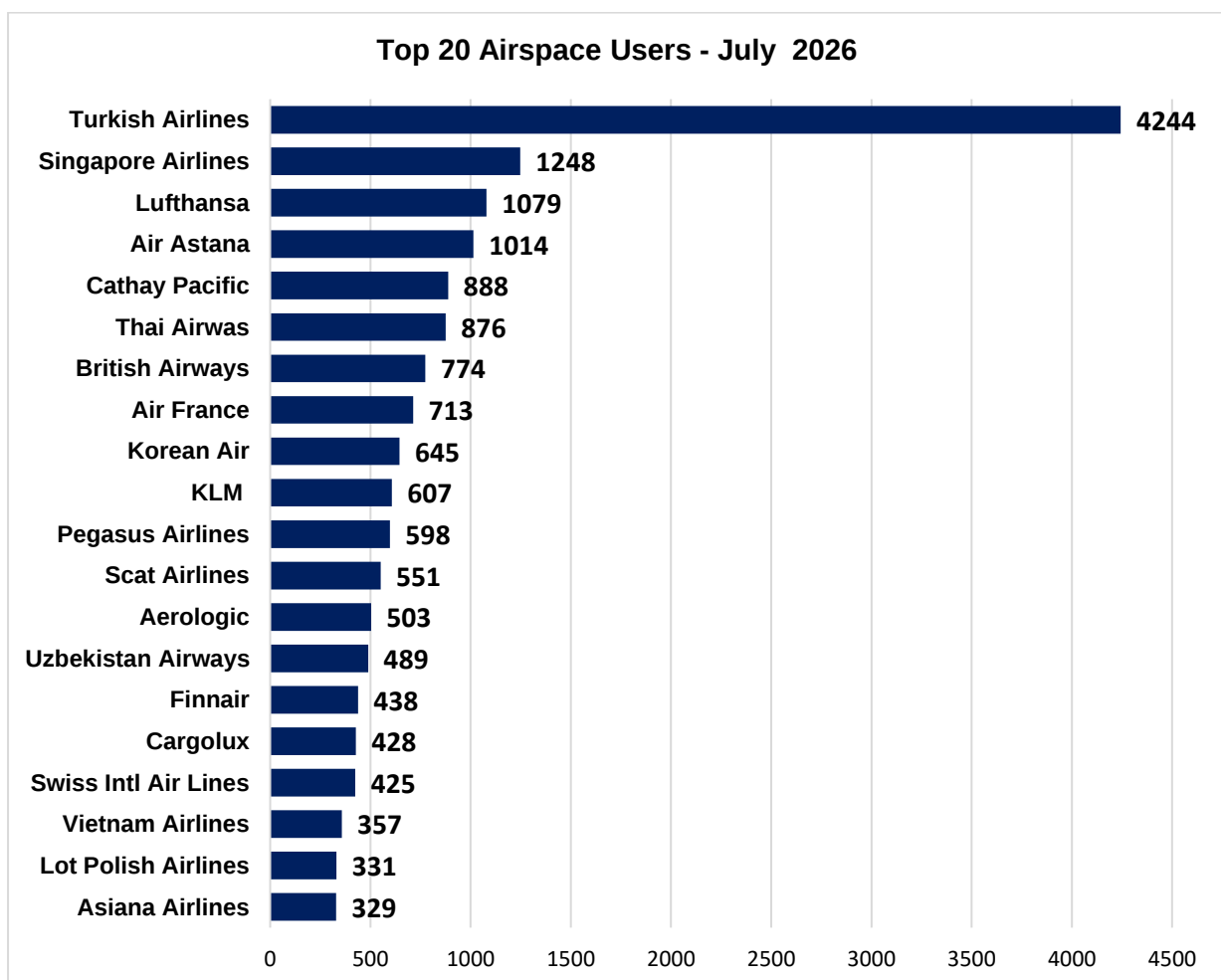


4.2 Traffic segments.



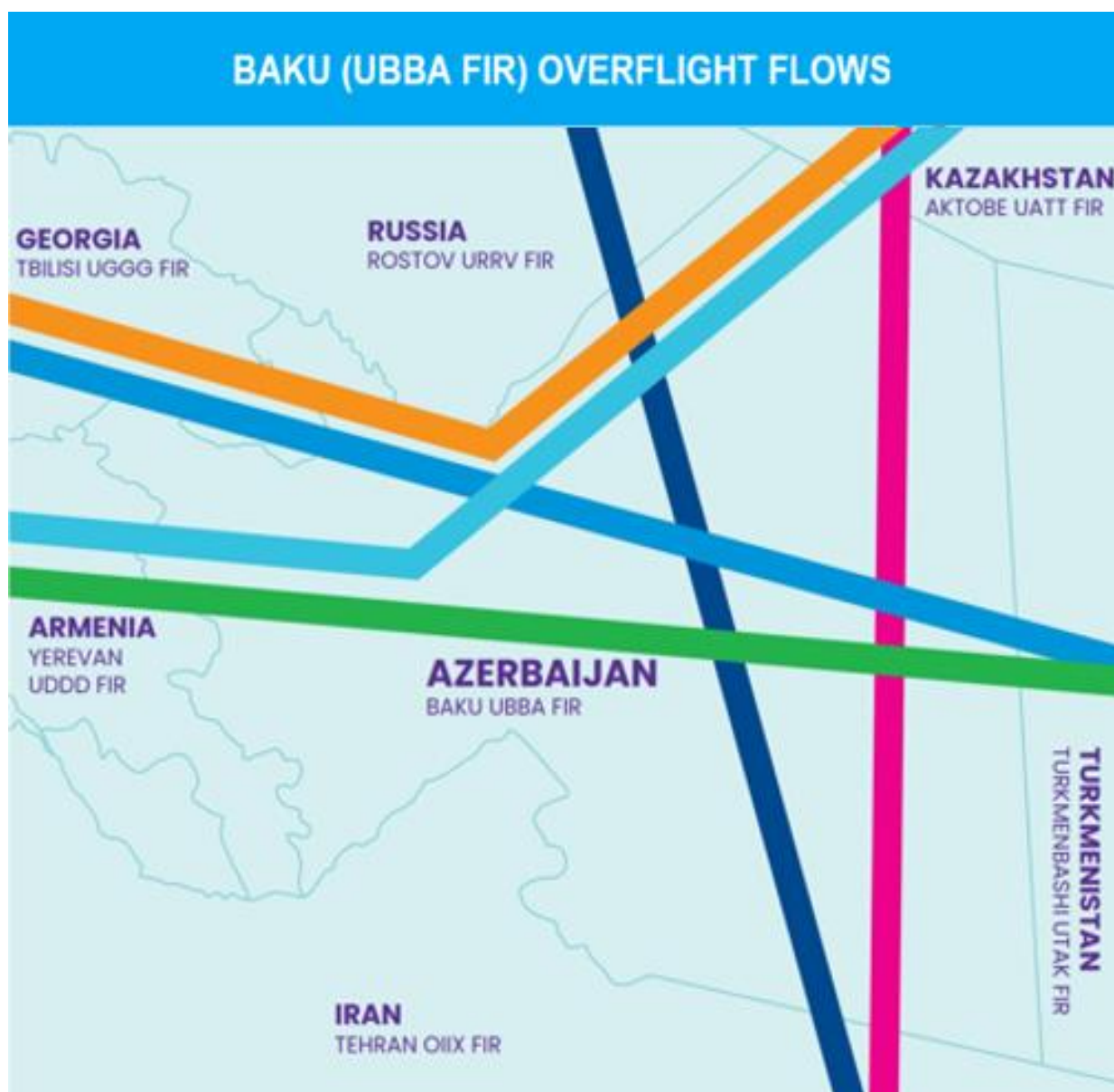
4.3 Aircraft Operators -Top 20 Airspace Users

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



4.4 Air traffic flows – main overflight flows.

GEORGIA-TURKMENISTAN and v.v	23% (5953 ACFT)
GEORGIA-KAZAKHSTAN and v.v	20% (5332 ACFT)
IRAN-RUSSIA and v.v	1% (191 ACFT)
IRAN-KAZAKHSTAN and v.v	1% (255 ACFT)
ARMENIA-TURKMENISTAN and v.v	41% (10 704 ACFT)
KAZAKHSTAN-ARMENIA and v.v	13% (3525 ACFT)
OTHER DIRECTIONS	1% (332 ACFT)
TOTAL	26 292 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.

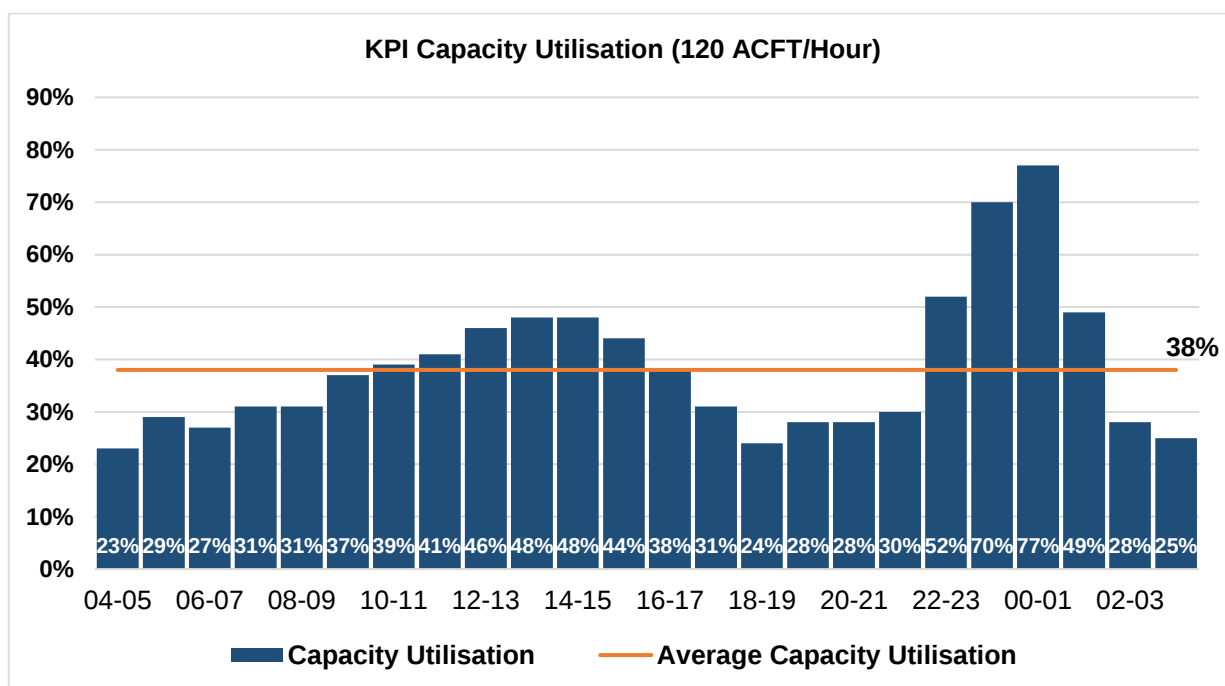
5.1 KPI–Capacity Utilization.

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
2025	34	33	33	33	29	34	35	35	34	34	33	32
2026	33	33	34	35	37	38	38					

Capacity Utilization **July 2026 38%**



5.2 KPI-Analysis of Flight Density Rate

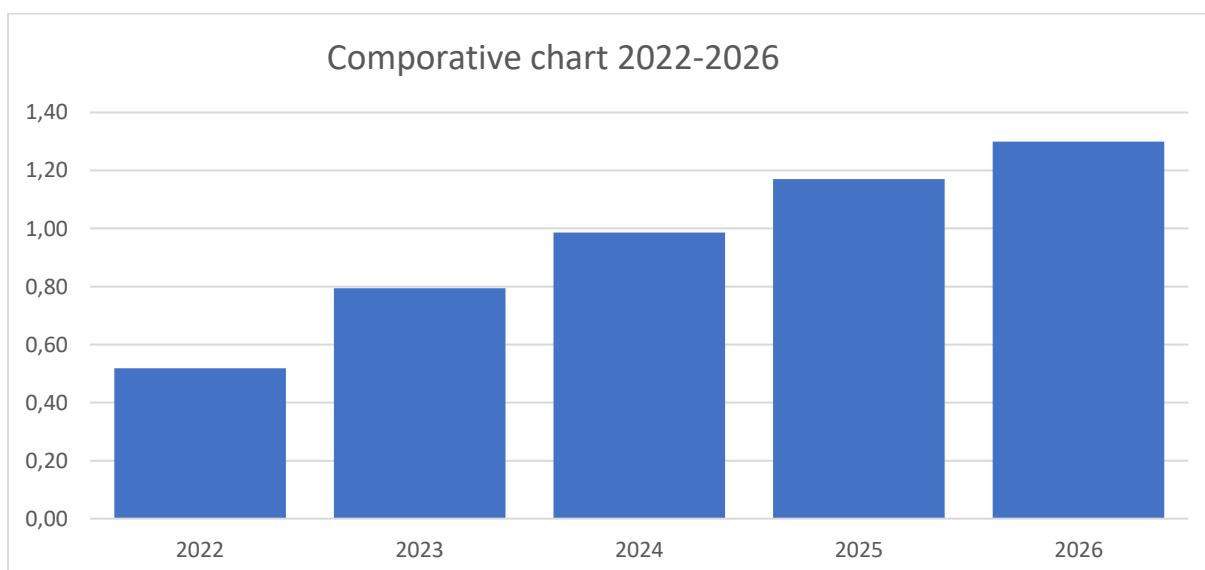
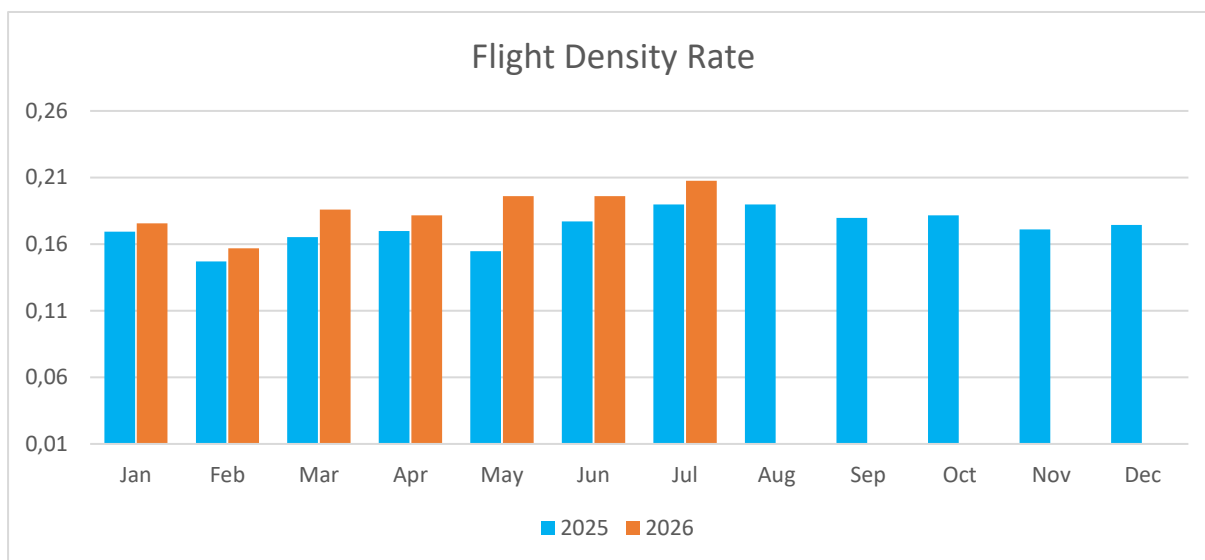
Flight density refers to the number of flights operating within a defined airspace area, such as a Flight Information Region (FIR). It provides an indication of how intensively the airspace is being used over a specific period.

KPI – Flight Density is the calculation of the average number of aircraft per square kilometer (ACFT/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	0,16	0,19	0,18	0,20	0,20	0,21					



5.3. KPI – Total Distance flown.

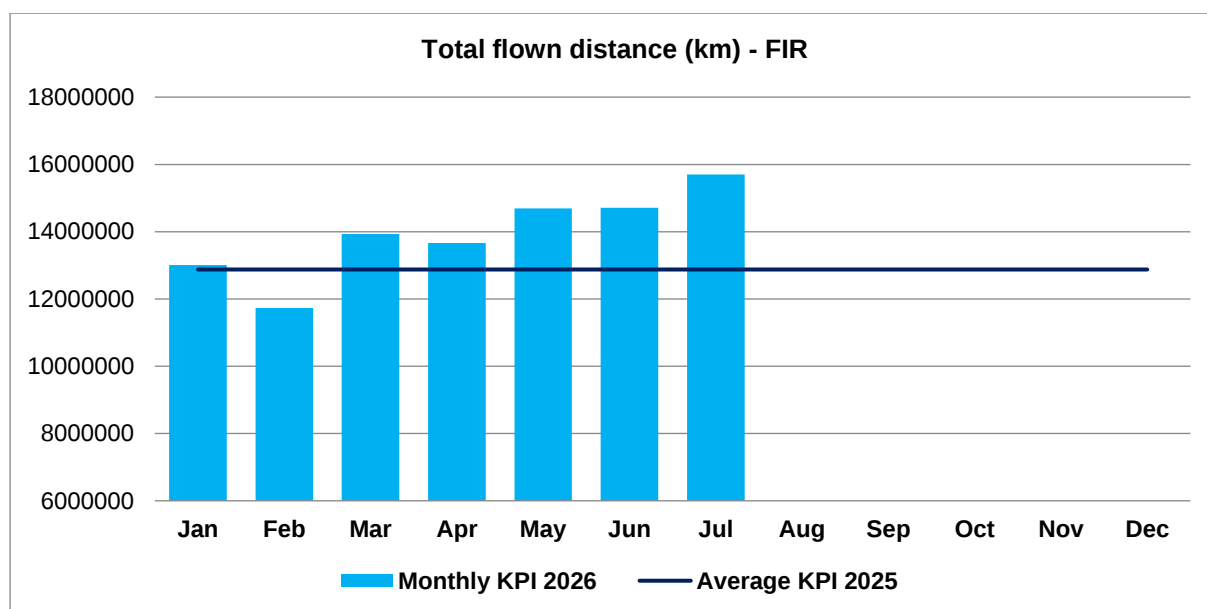
KPI-Flown distance is the total flown distance. KPI is km.

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
2025	12692734	11024454	12489047	12773111	11415346	13221213
2026	13008472	11736676	13927370	13659778	14690257	14711165

	Jul	Aug	Sep	Oct	Nov	Dec
2025	14181813	14164772	13353776	13522812	12733276	12939253
2026	15697626					

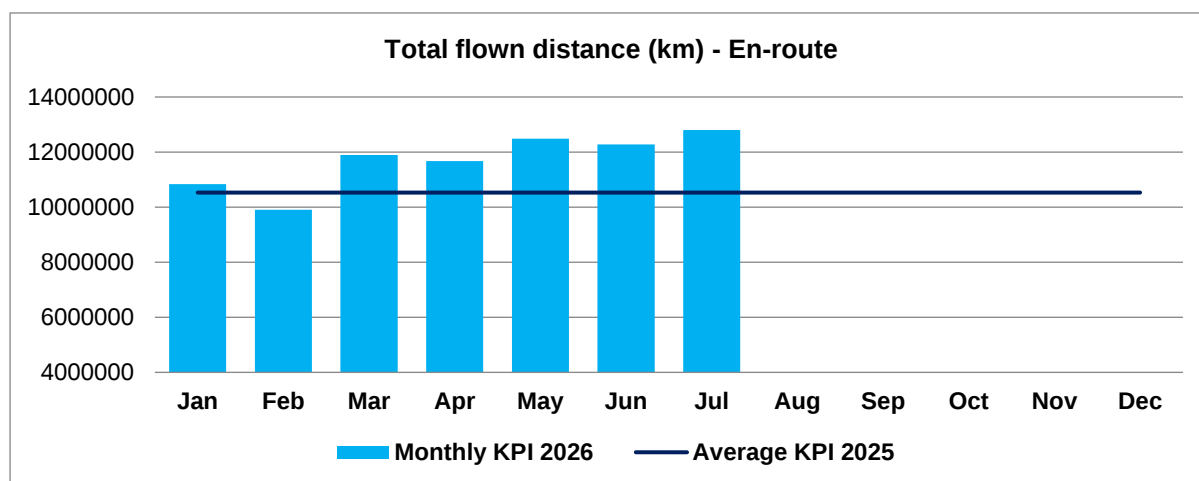


5.3.2 KPI – Total Distance flown - En-route traffic.

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

	Jan	Feb	Mar	Apr	May	Jun
2025	10683875	9224010	10493941	10627228	9079039	10664225
2026	10839797	9900599	11897122	11678353	12486723	12274311

	Jul	Aug	Sep	Oct	Nov	Dec
2025	11358348	11352040	10731375	11062763	10408275	10661675
2026	12797935					

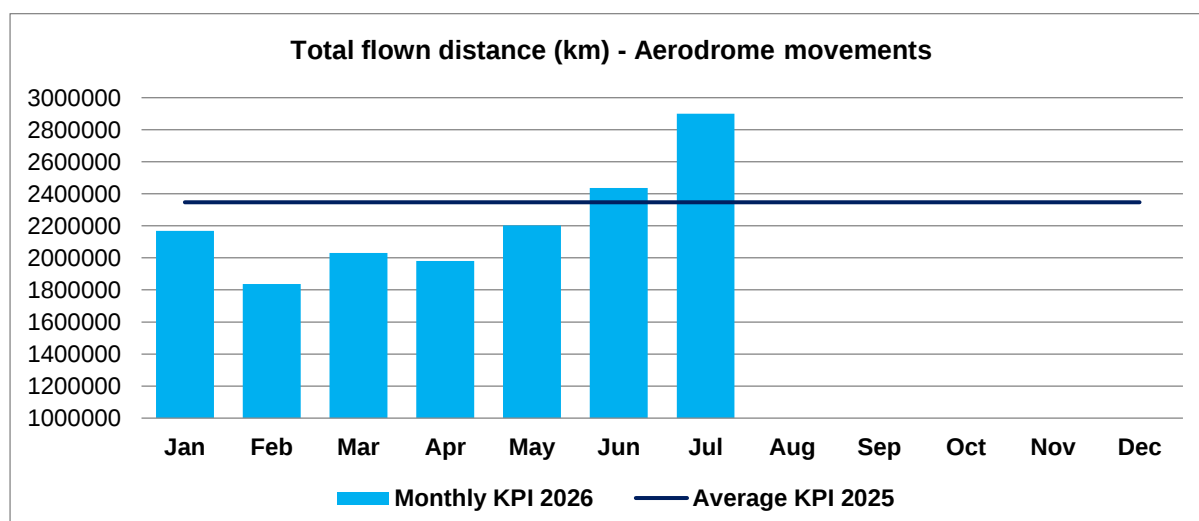


5.3.3 KPI – Total Distance flown - Aerodrome movements.

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

	Jan	Feb	Mar	Apr	May	Jun
2025	2008859	1800444	1995106	2145883	2336307	2556988
2026	2168675	1836077	2030248	1981425	2203534	2436854

	Jul	Aug	Sep	Oct	Nov	Dec
2025	2823465	2812732	2622401	2460049	2325001	2277578
2026	2899691					



5.4 KPI-Average flown distance per ACFT

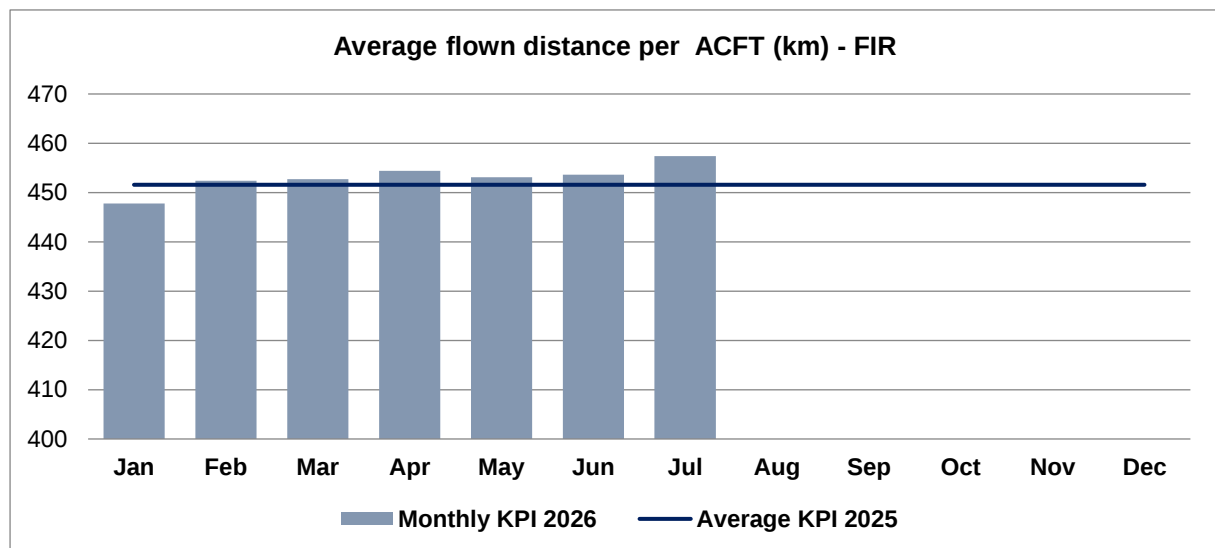
KPI- Average flown distance is calculation of average distance flown by ACFT by the following formula: the value of “total flown distance in kilometers” is divided by the value of “number of ACFT”. KPI is km/ACFT.

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	457					

KPI - Average flown distance (FIR) **July 2026 – 457 km/ACFT**

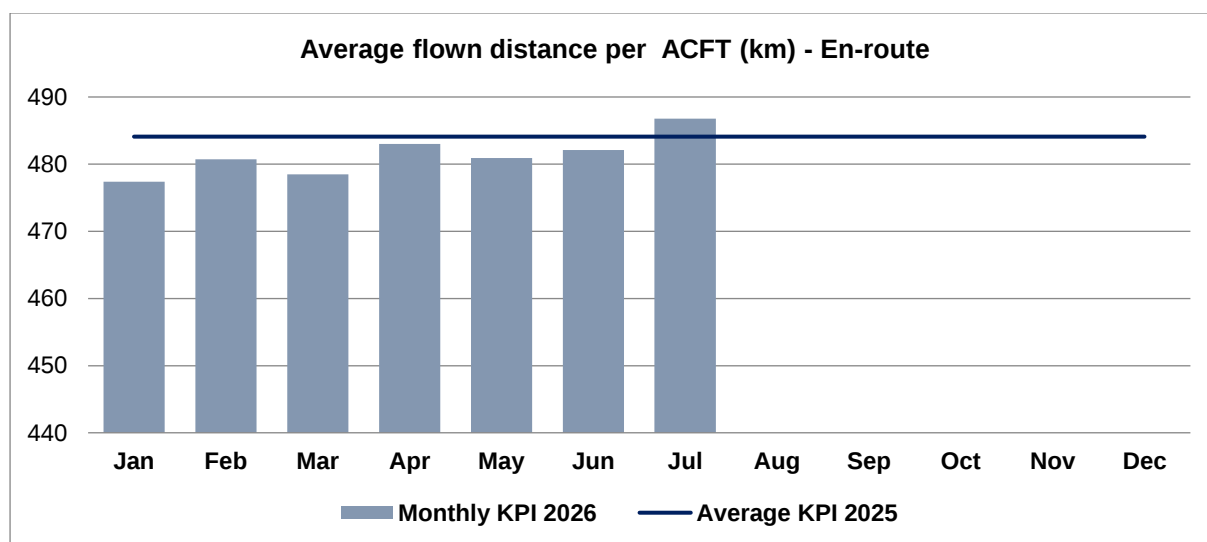


5.4.2 KPI - Average flown distance (ENR)

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
2025	482	481	487	485	482	485	486	486	485	484	484	480
2026	477	481	479	483	481	482	487					

KPI - Average flown distance (ENR) **July 2026 – 487 km/ACFT.**

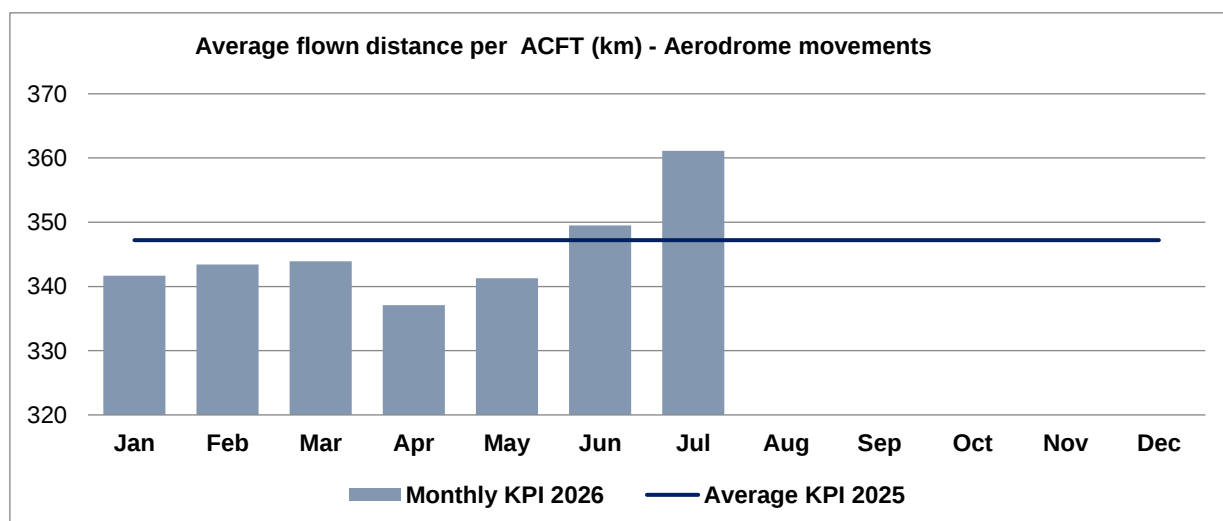


5.4.3. KPI- Average flown distance (AD)

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
2025	344	350	345	348	346	352	355	351	345	342	342	344
2026	342	343	344	337	341	350	361					

KPI - Average flown distance (AD) **July 2026 – 361 km/ACFT**



5.5 KPI –Total IFR/hours

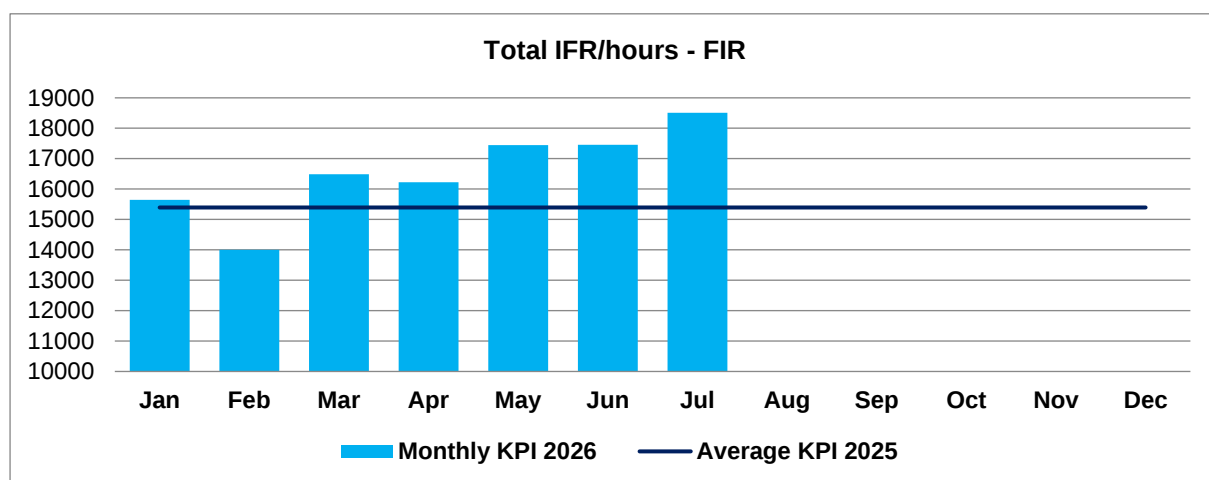
KPI- IFR/hours is the total flown IFR/hours. KPI is IFR/hours.

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
2025	15201	13178	14918	15290	13804	15807	16839	16819	15975	16170	15156	15575
2026	15648	14000	16491	16220	17450	17457	18508					

KPI - Total IFR/hours (FIR) **July 2026 –18 508 IFR/hours**

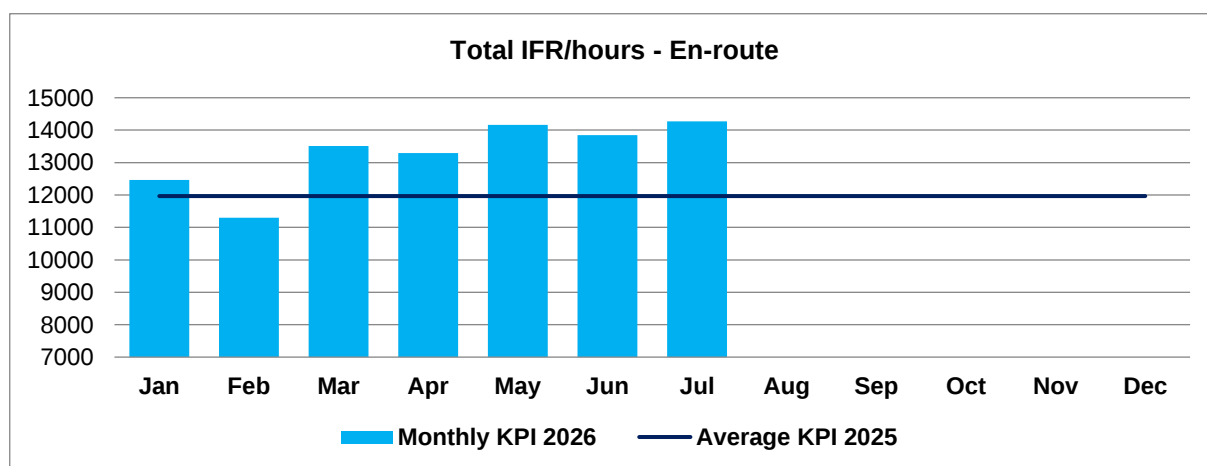


5.5.2 Total IFR/hours -En route

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
2025	12264	10542	11997	12123	10381	11995	12692	12719	12135	12586	11916	12243
2026	12461	11297	13508	13295	14166	13842	14273					

KPI - Total IFR/hours (ENR) **July 2026 –14 273 IFR/hours**

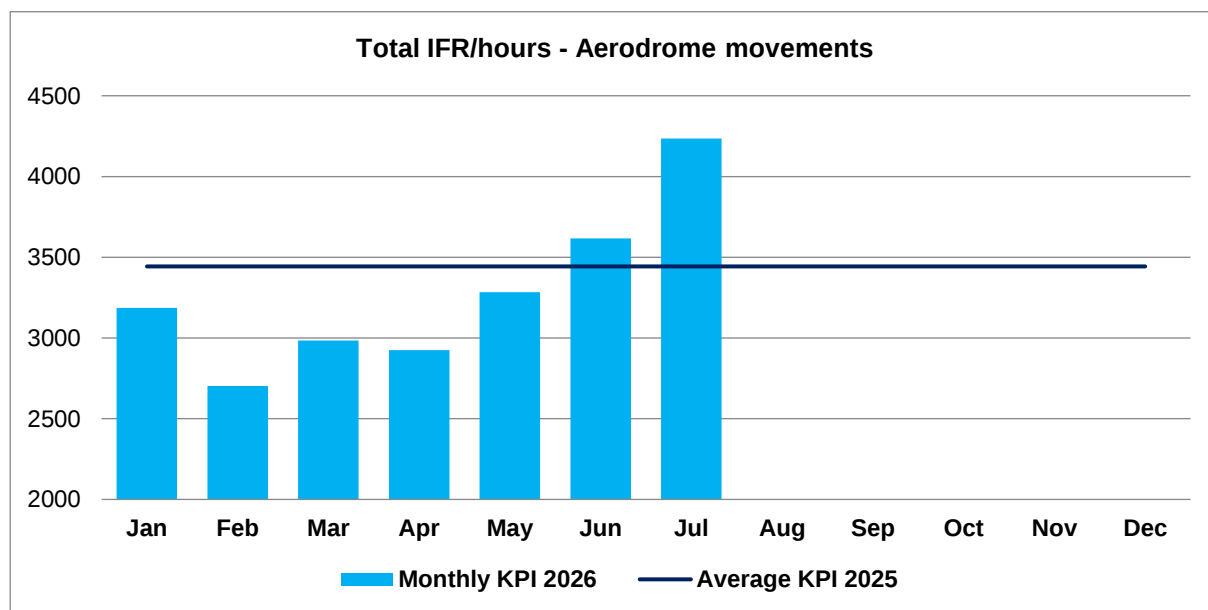


5.5.3 Total IFR/hours –Aerodrome movements

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	4235					

KPI -Total IFR/hours (AD) **July 2026 – 4235 IFR/hours**



5.6 KPI – Average IFR/min per ACFT

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

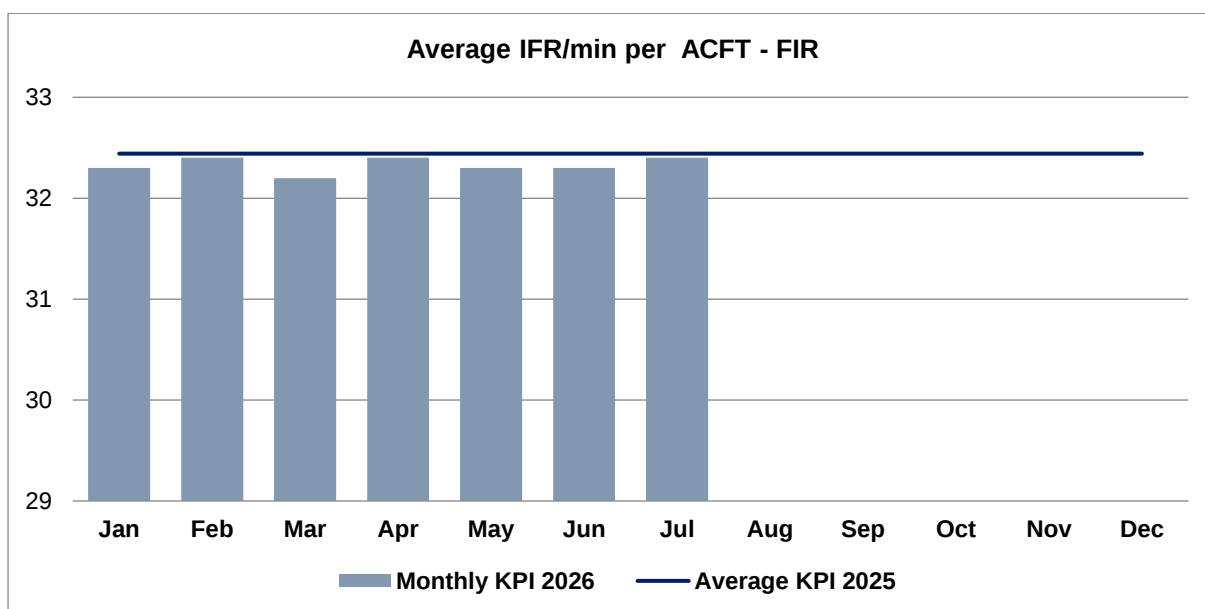
KPI - Average flown IFR/min per ACFT is calculation of average time flown by ACFT by the following formula: the value of “total flown time in minutes” is divided by the value of “number of ACFT”. KPI is min/ACFT.

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	32					

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

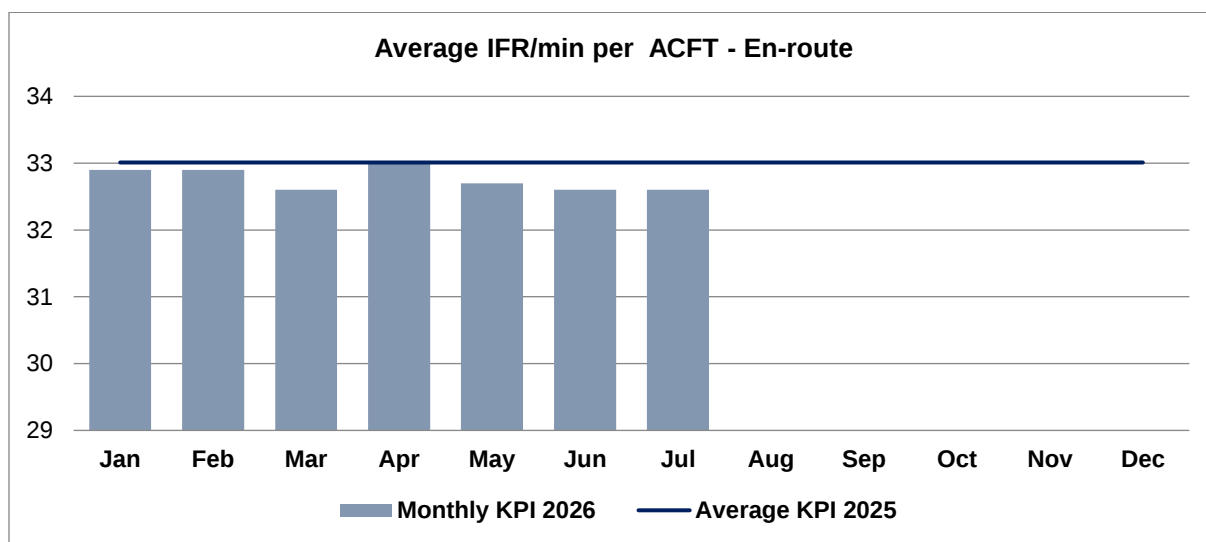


5.6.2 Average IFR/min per ACFT – En-route

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

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

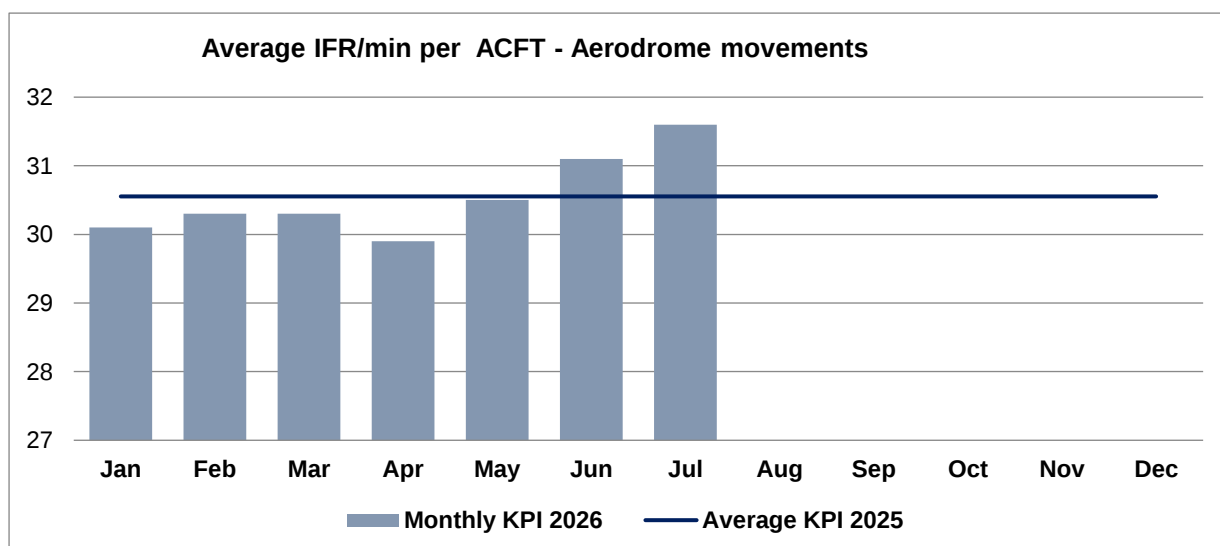


5.6.3 Average IFR/min per ACFT – Aerodrome movements

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
2025	30	31	30	31	30	31	31	31	30	30	30	30
2026	30	30	30	30	31	31	32					

KPI - Average IFR/min per ACFT (AD) **July 2026 – 32 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 July improve productivity by utilizing flexible rostering and adapting airspace configuration to open and close sectors according to evolving traffic patterns.

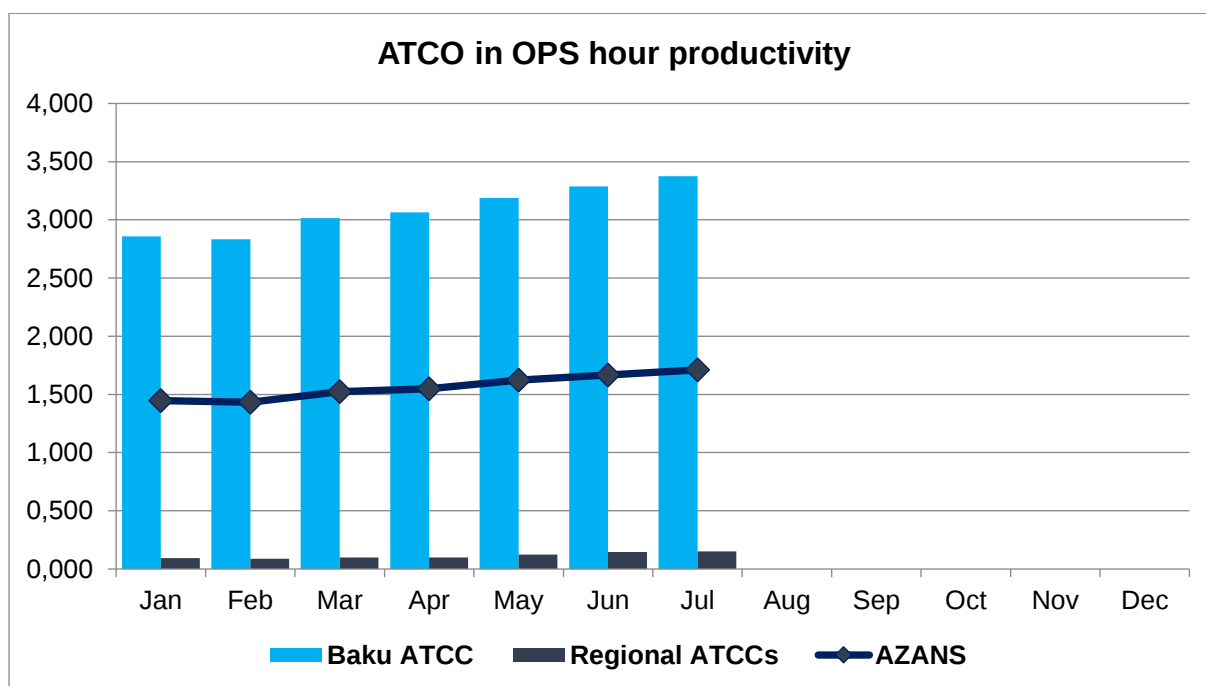
Furthermore, advances in technology are now focusing more than ever on reducing the workload of ATCOs in OPS to enable them to safely manage higher levels of traffic in a given volume of airspace. Training associated with the introduction of technology, however, can lead to short-term reductions in productivity.

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.”

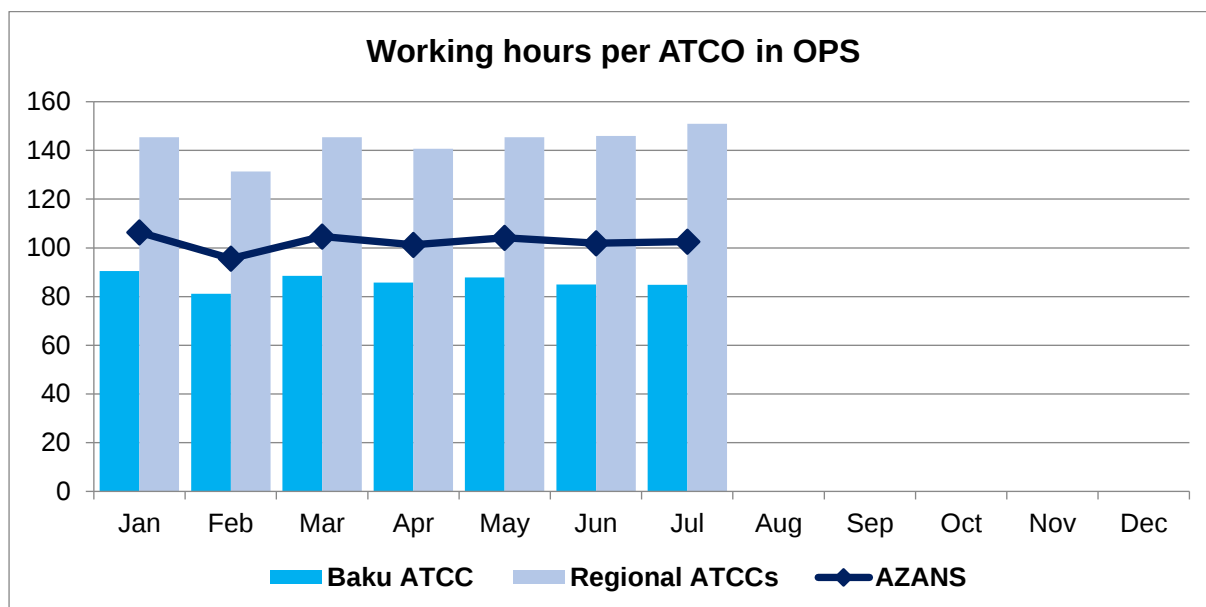
ATCO in OPS hour productivity (AZANS) July 2026	1,711
ATCO in OPS hour productivity (Baku ATCC) July 2026	3,376
ATCO in OPS hour productivity (Regional ATCCs) July 2026	0,152



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.”

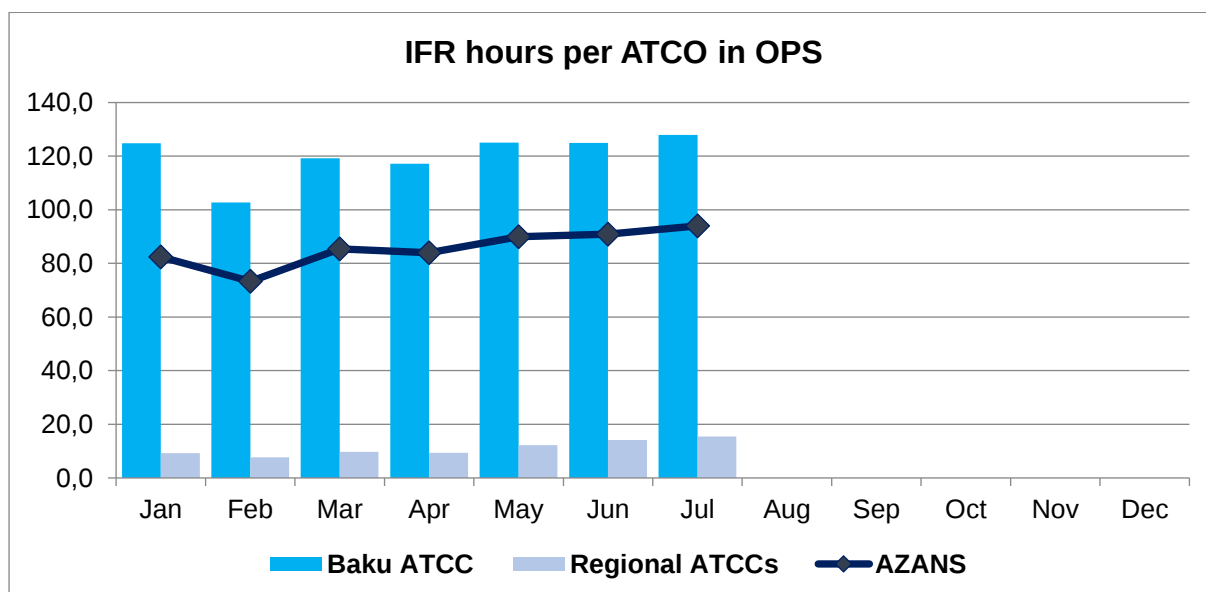
Working hours per ATCO in OPS (AZANS) July 2026	102,6
Working hours per ATCO in OPS (Baku ATCC) July 2026	84,8
Working hours per ATCO in OPS (Regional ATCCs) July 2026	150,9



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.”

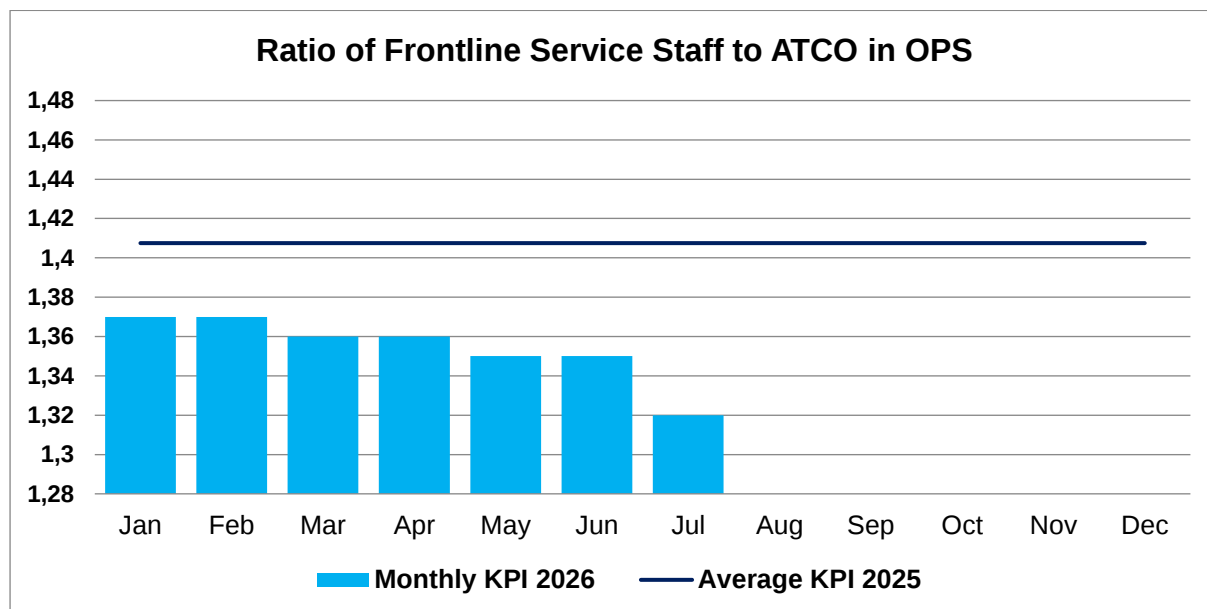
IFR hour per ATCO in OPS (AZANS) July 2026	94,0
IFR hour per ATCO in OPS (Baku ATCC) July 2026	127,9
IFR hour per ATCO in OPS (Regional ATCCs) July 2026	15,4



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 **July 2026** **1.32**

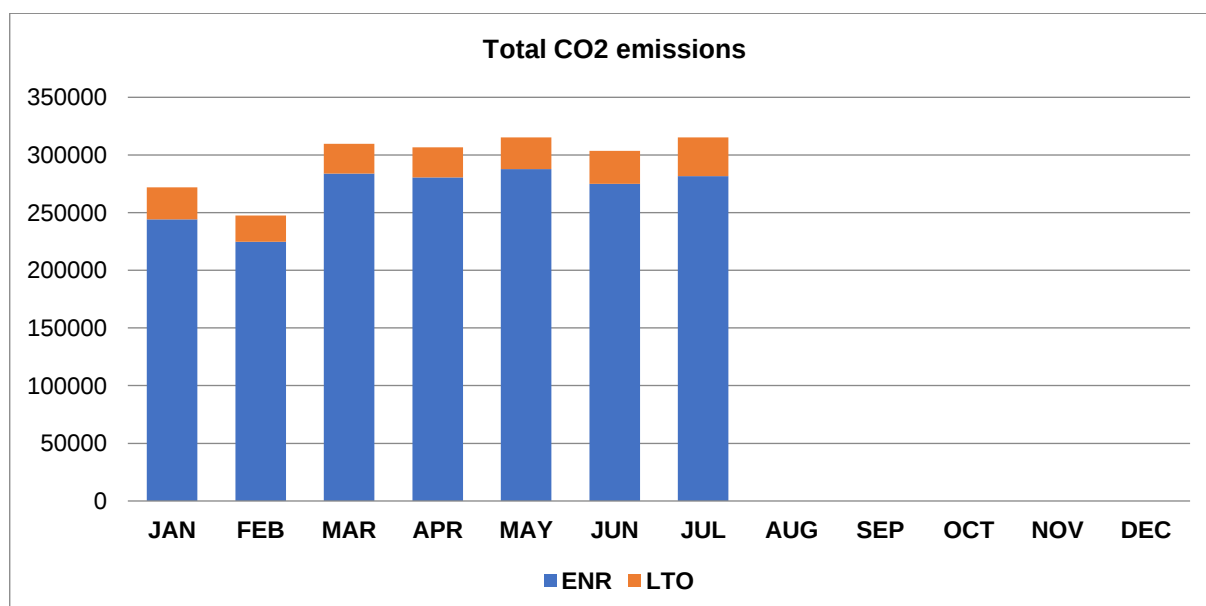


5.8 CO2 emissions

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

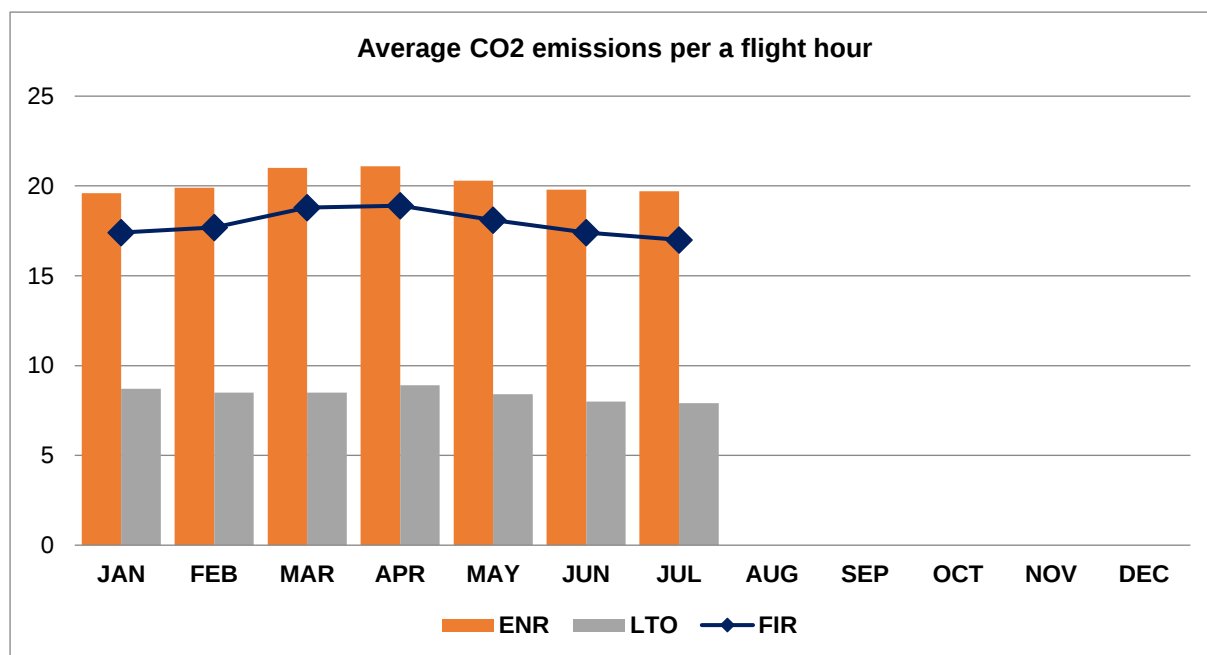
5.8.1 Total CO2 emissions

Total CO2 emissions (FIR) July 2026	315 133 tons
Total CO2 emissions (ENR) July 2026	281 547 tons
Total CO2 emissions (LTO) July 2026	33 586 tons



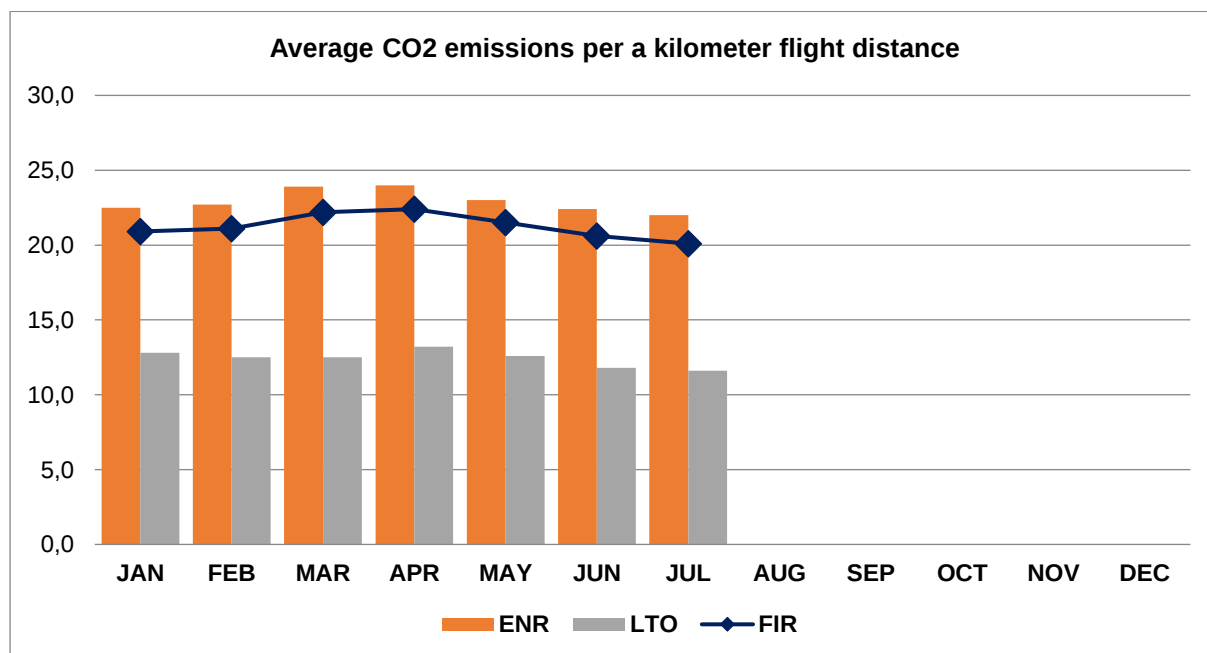
5.8.2 CO2 emissions per flight hour

CO2 emissions per flight hour (FIR)	July	2026	17 ton/hour
CO2 emissions per flight hour (ENR)	July	2026	19,7 ton/hour
CO2 emissions per flight hour (LTO)	July	2026	7,9 ton/hour



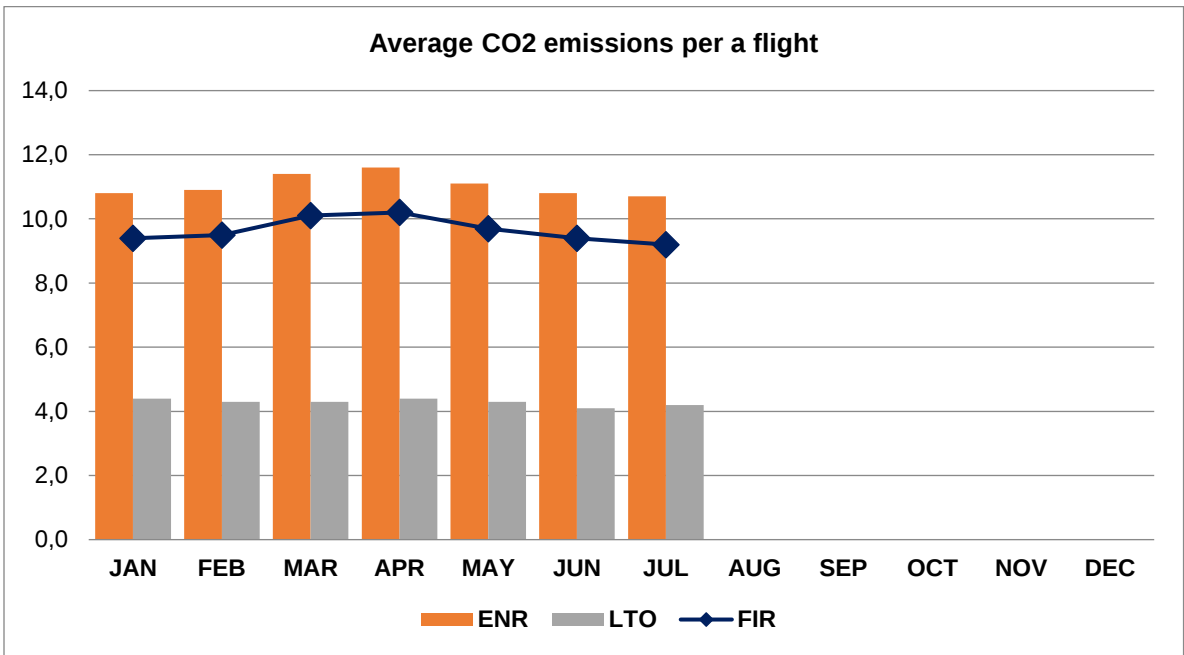
5.8.3 CO2 emissions per kilometer flight distance

CO2 emissions per a kilometer flight distance (FIR)	July	2026	20,1 kg/km
CO2 emissions per a kilometer flight distance (ENR)	July	2026	22,0 kg/km
CO2 emissions per a kilometer flight distance (LTO)	July	2026	11,6 kg/km



5.8.4 CO2 emissions per flight

CO2 emissions per flight (FIR)	July	2026	9,2	ton/flight
CO2 emissions per flight (ENR)	July	2026	10,7	ton/flight
CO2 emissions per flight (AD)	July	2026	4,2	ton/flight

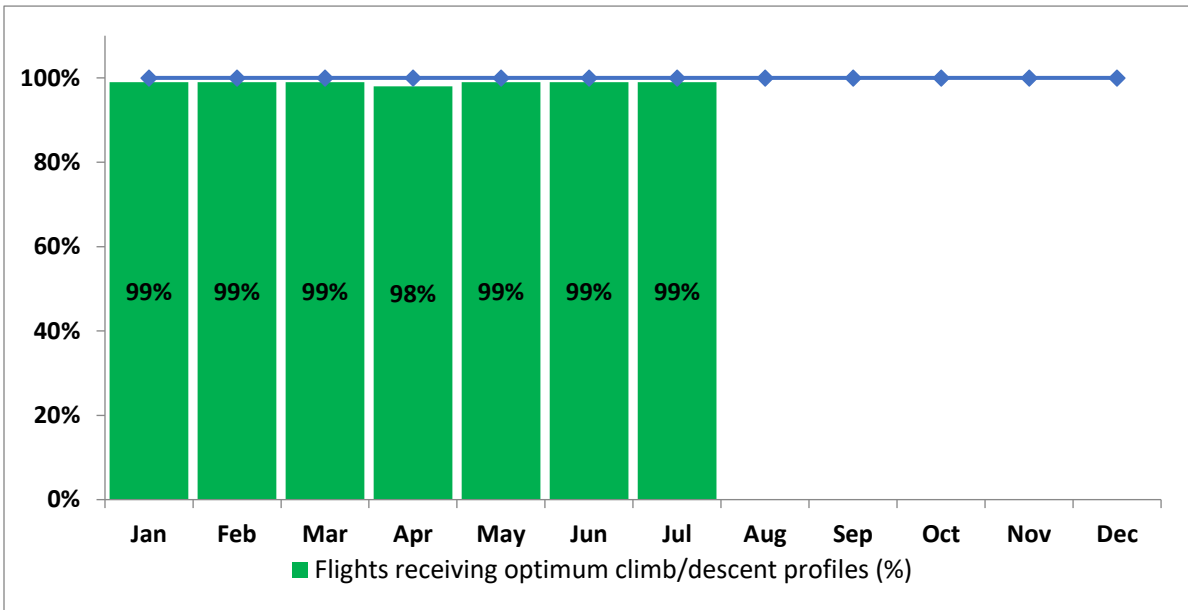


5.9 KPI – CCO/CDO operations

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 **July 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)	July	2026	225	Airlines.
KPI - Number of airspace users (ENR)	July	2026	199	Airlines.
KPI - Number of airspace users (AD)	July	2026	76	Airlines.

