



AIR TRAFFIC REPORT

AIR TRAFFIC DEPARTMENT
AZERAERONAVIGATION



2025

The airspace of the Republic of Azerbaijan

Baku Flight Information Region (UBBA FIR)

In Azerbaijan, the number of flights under instrument flight rules (IFR) recorded in 2025 is 342 167, and the growth compared to 2024 is 10,4 %. The average number of IFR flights in Baku FIR has reached 937 aircraft per day.

342 167

(IFR) recorded in 2025

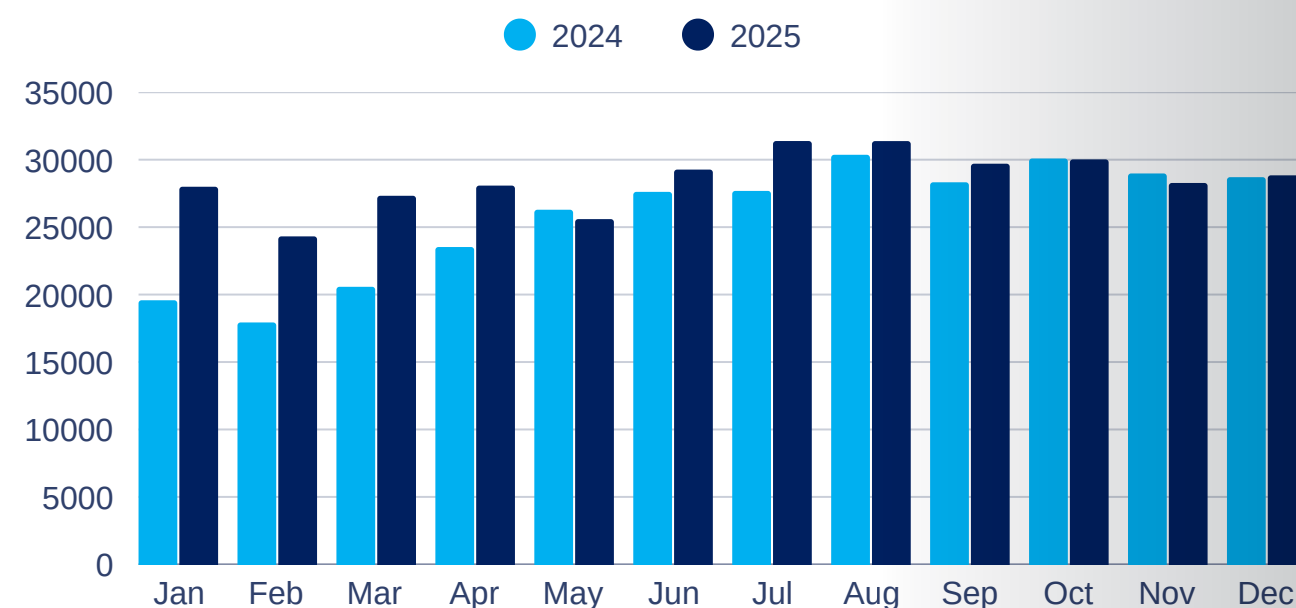
10,4 %

Growth compared to 2024

937 acft

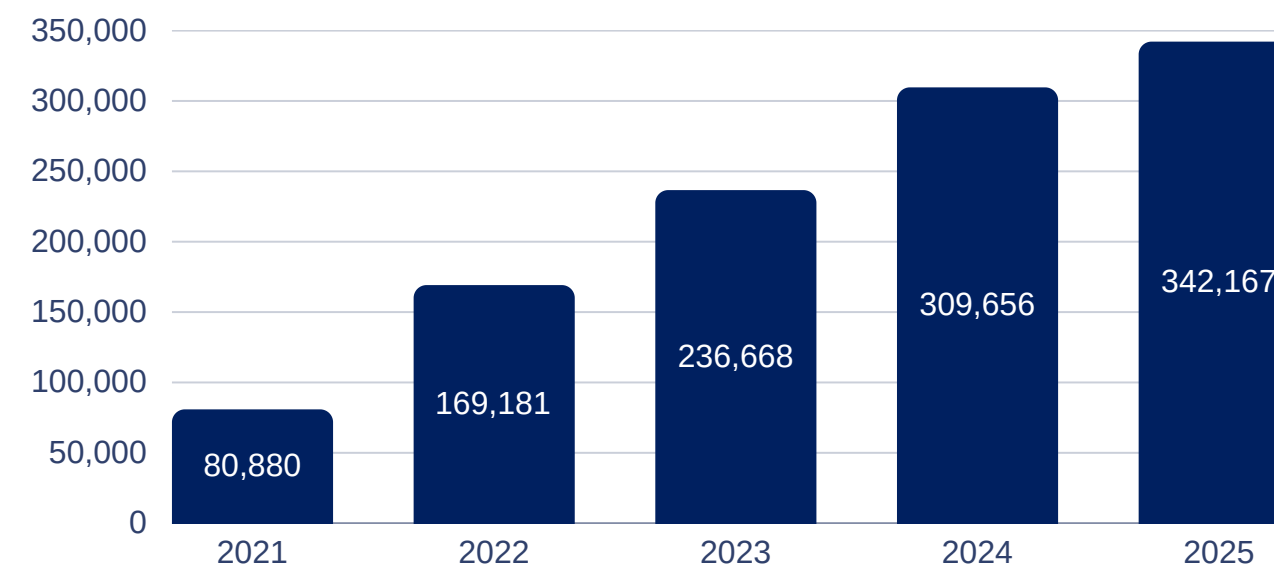
Baku FIR per day

Baku FIR



Picture 1.1 Baku FIR traffic development by months of the year

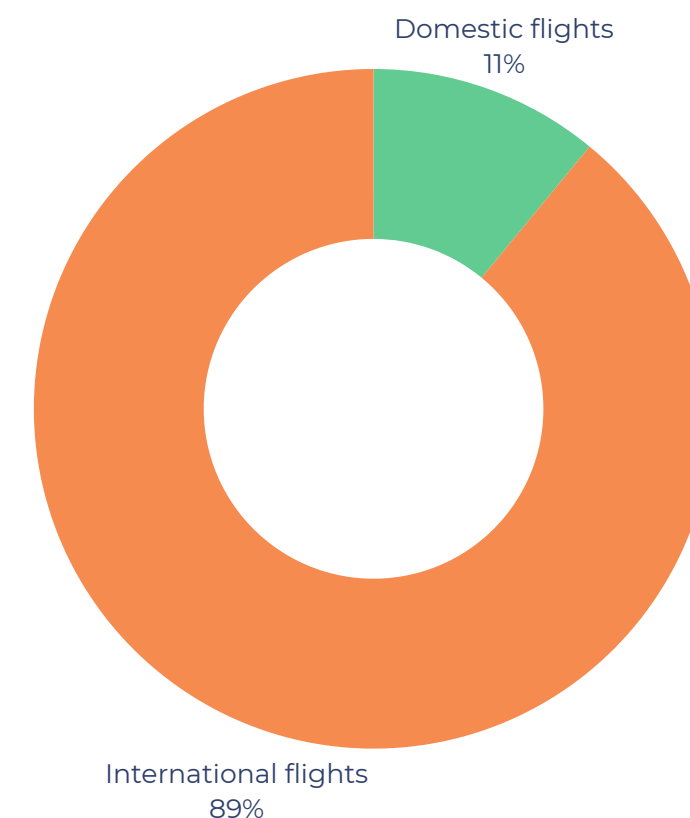
Baku FIR - Comparative chart 2021-2025



Picture 1.2 Baku Fir traffic development

1.2 Traffic segments

In 2025, 11 % were domestic flights within Azerbaijan, and the remaining 89 % were international flights, arriving at or departing from airports of the Republic of Azerbaijan.



1.3 Capacity vs traffic

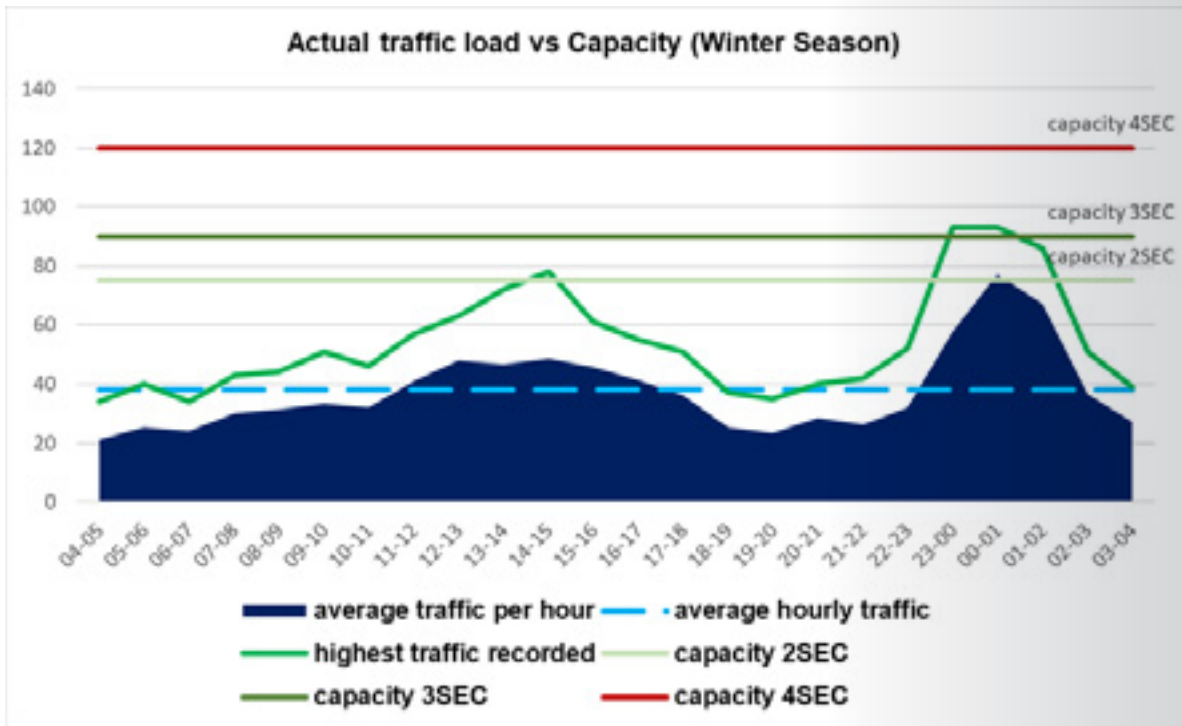
According to the decision of December 05, 2025, with a capacity of FIR ACC 4 SEC Combination is 120 ACFT/hour, FIR ACC 3 SEC Combination 90 ACFT/hour, FIR ACC 2 SEC Combination 75 ACFT/Hour and published in LSSIP Azerbaijan. Existing capacity meets traffic demand.

The highest traffic volume of 101 ACFT/hour was recorded on August 3 and 31, 2025, between 00:00-01:00 UTC.

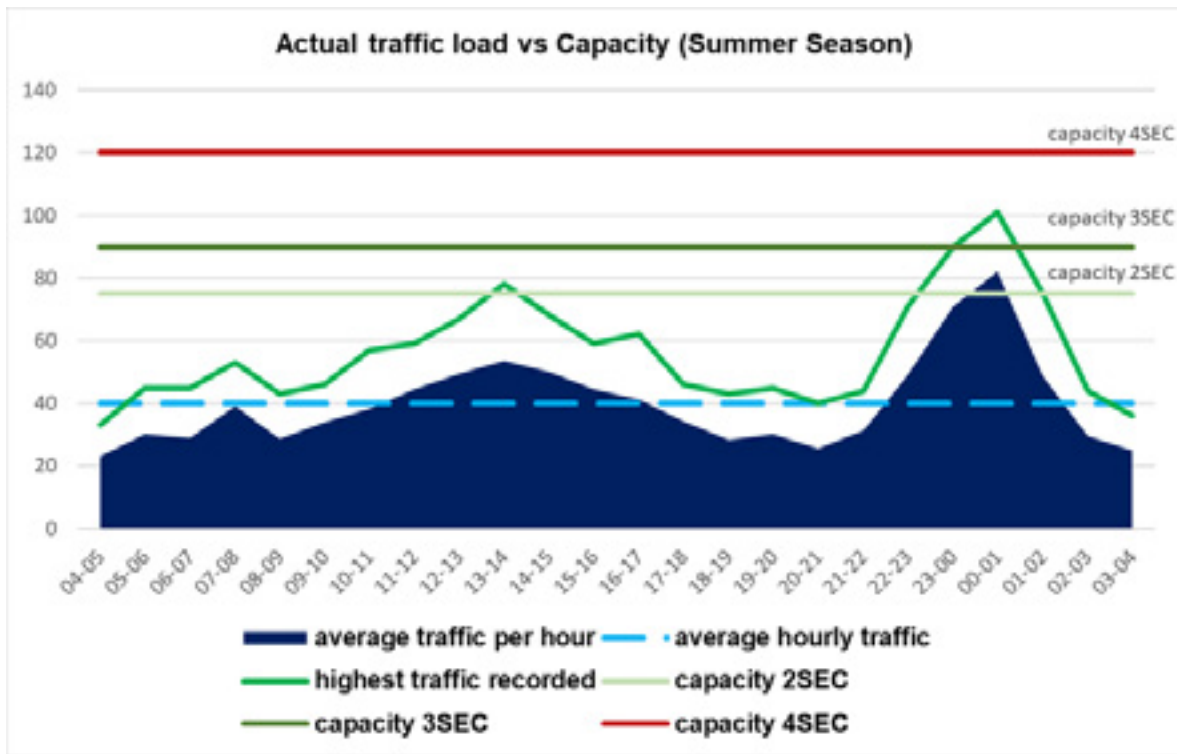
The peak hours (average data) are:

Winter Season		Summer Season	
Peak hours (Winter average data)		Peak hours (Summer average data)	
00:00-01:00	77 ACFT	00:00-01:00	82 ACFT
01:00-02:00	67 ACFT	01:00-02:00	49 ACFT
11:00-12:00	41 ACFT	11:00-12:00	44 ACFT
12:00-13:00	48 ACFT	12:00-13:00	49 ACFT
23:00-00:00	58 ACFT	23:00-00:00	71 ACFT

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



Picture 1.3 Hourly traffic volume vs Baku FIR capacity (WINTER)

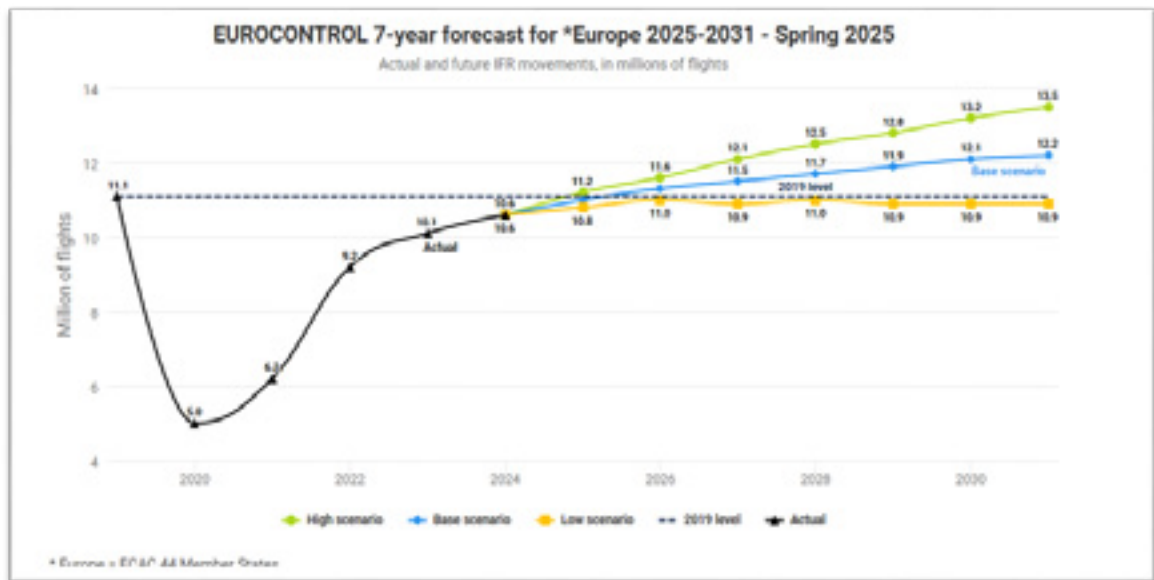


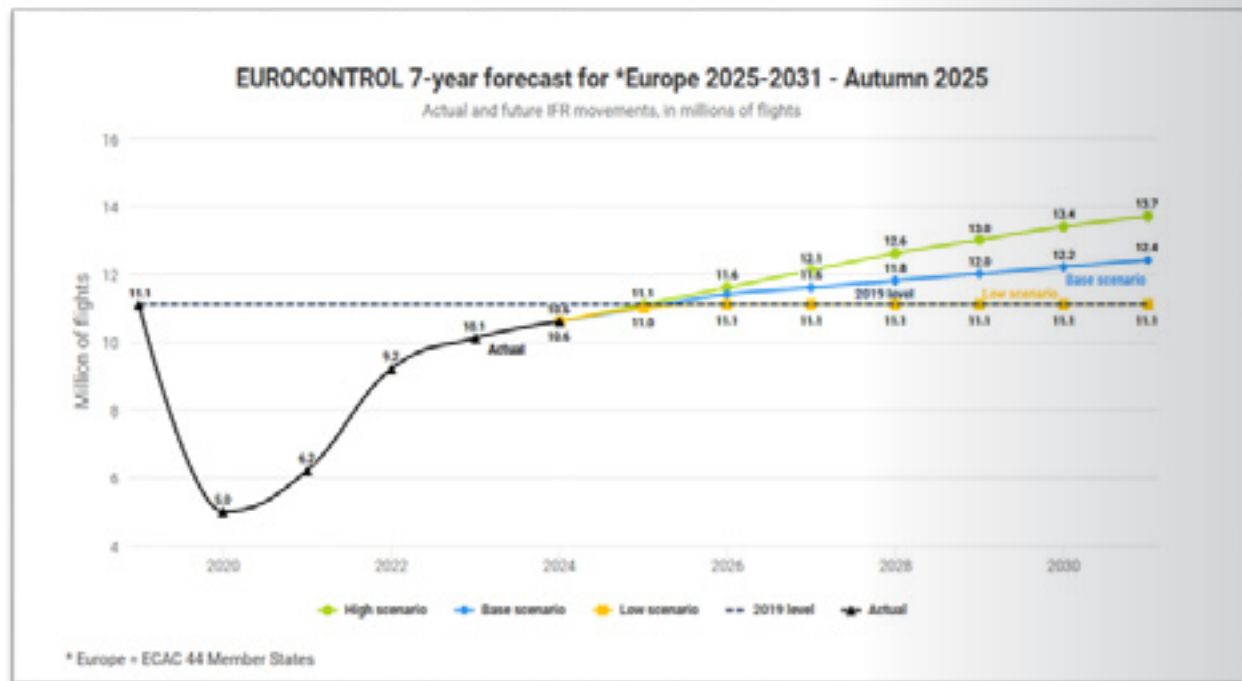
Picture 1.4 Hourly traffic volume vs Baku FIR capacity (SUMMER)

1.4 Forecast 2025-2031

The forecast is based on Eurocontrol's seven-year forecast 2025-2031. The chart below illustrates three different scenarios: "High", "Base" and "Low".

Based on the High scenario, Eurocontrol predicts 347,000 flights, for the Base scenario, 343,000, and finally, for the Low scenario, 339 000 flights for Azerbaijan in 2031.



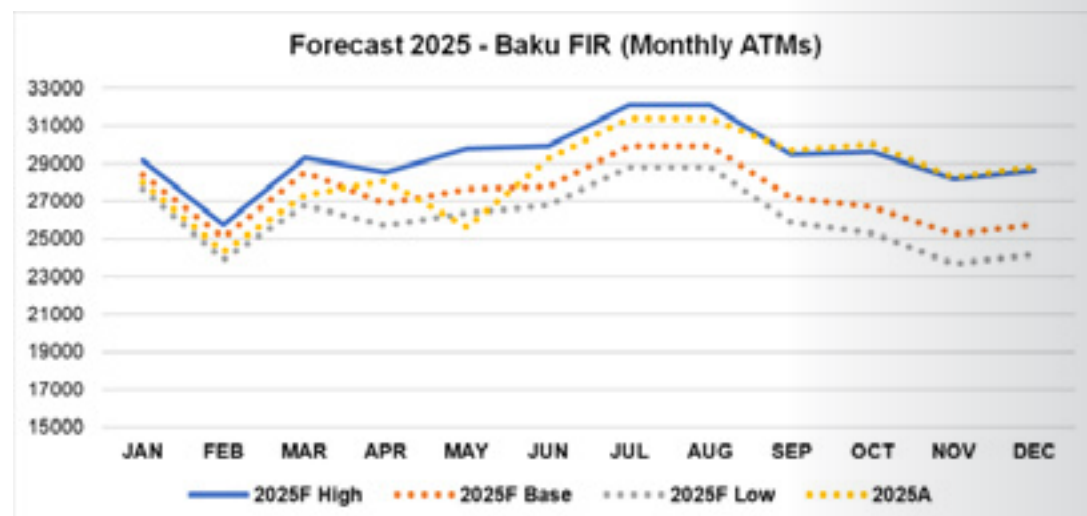


Picture 1.5 Eurocontrol's forecast

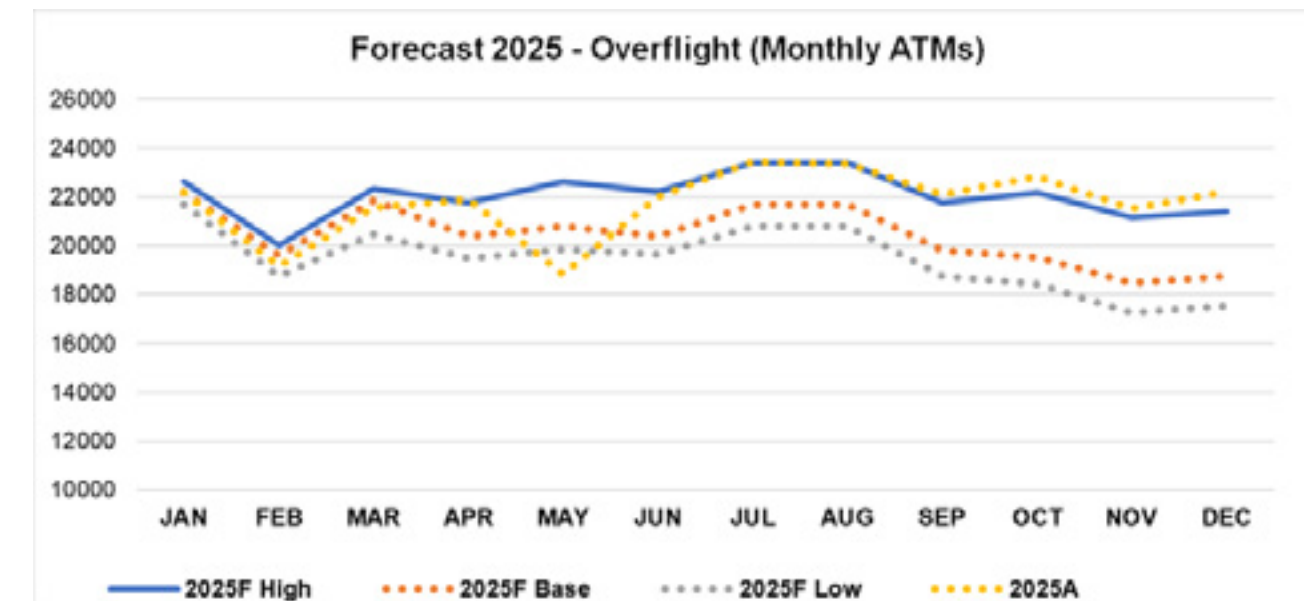
1.5 AZANS Forecast 2025

For 2025, AZANS prepared an air traffic forecast using three scenarios: High, Base, and Low. These scenarios reflect different possible developments in the aviation sector, considering global and regional trends.

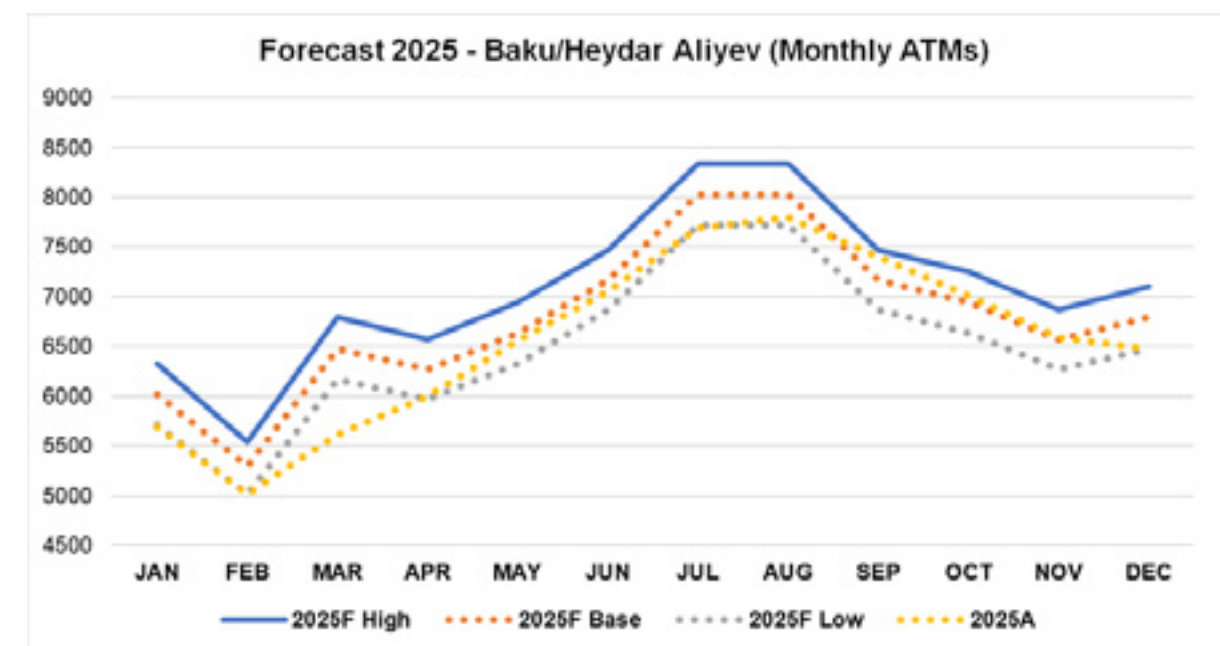
For FIR movements, the comparison shows a strong alignment between forecasted and actual traffic levels. The forecast accuracy reached 96,52% under the High scenario, 93,23% under the Base scenario, and 90,25% under the Low scenario, confirming the robustness of the forecasting methodology across different demand assumptions.



At the same time, AZANS provided separate forecasts for overflight movements and aerodrome movements, also structured under High, Base, and Low scenarios. For overflight traffic, the forecast accuracy was particularly high, with 96,80% under the High scenario, 91,05 % under the Base scenario, and 86,84% under the Low scenario, reflecting stable transit demand and predictable routing patterns through the FIR.

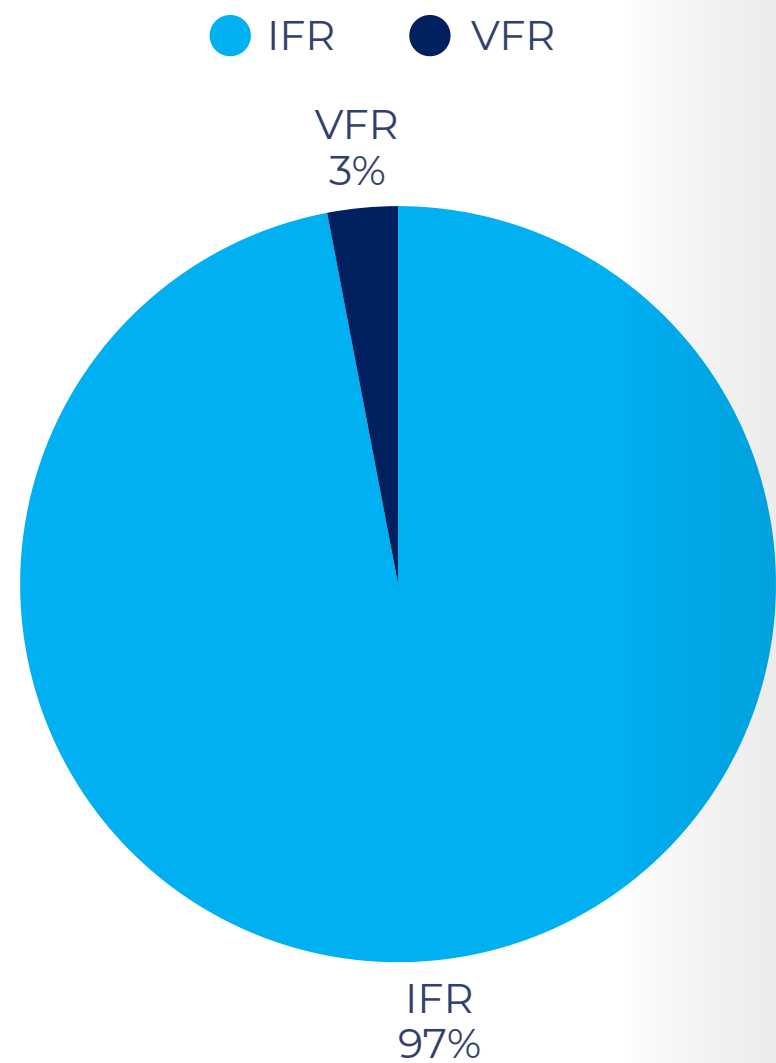


Regarding aerodrome movements at Heydar Aliyev International Airport, the comparison between forecasted and actual figures indicates a high level of accuracy as well. The forecast matched actual movements by 92,80% in the High scenario, 96,17% in the Base scenario, and 96,96 % in the Low scenario, demonstrating reliable forecasting performance for airport-related traffic despite varying operational conditions.



1.6 VFR AND IFR.

The total number of flights recorded in 2025 was 353 935 where 342 167 were under Instrument Flight rules (IFR) and 11 768 flights were Visual Flight Rules (VFR).



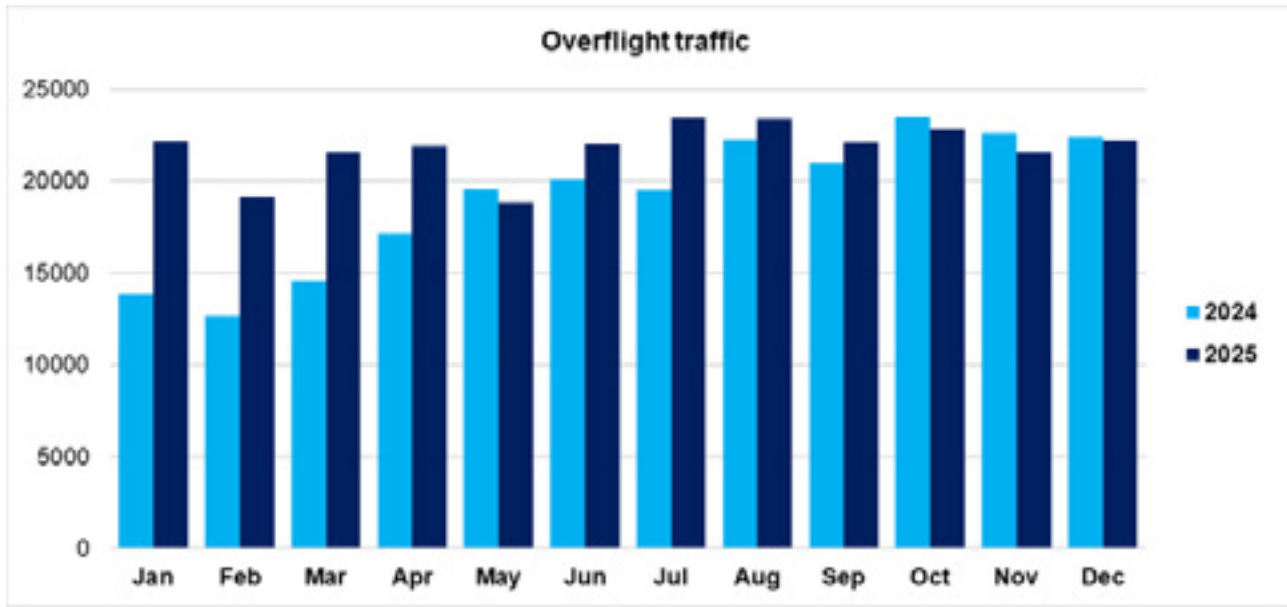
02 Overflight

2.1 Traffic development

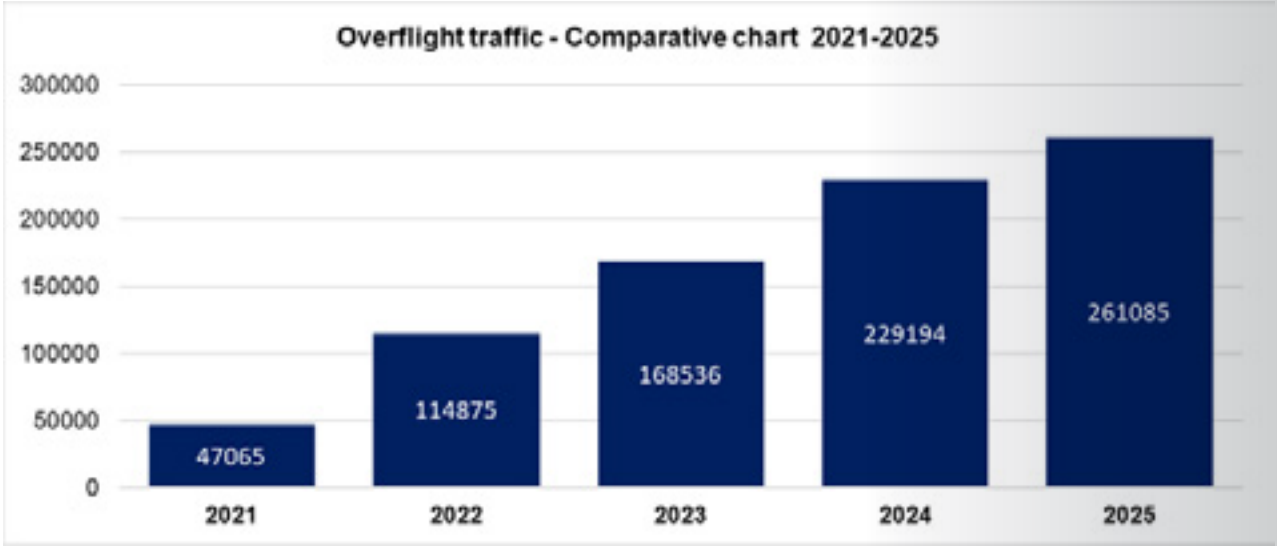
The number of overflights recorded in 2025 is 261 085 flights and compared to 2024, the growth is 13,9 %. The average number of daily overflights via Baku FIR in 2025 is 715 aircraft per day.



In 2025, overflight activity showed a noticeable increase, reflecting airlines' preference for operationally reliable and geopolitically stable airspace. Azerbaijan airspace continued to function as a key transit corridor, supporting long-haul connectivity between Europe, South Asia, and Southeast Asia, while ensuring continuity of operations amid regional uncertainties.



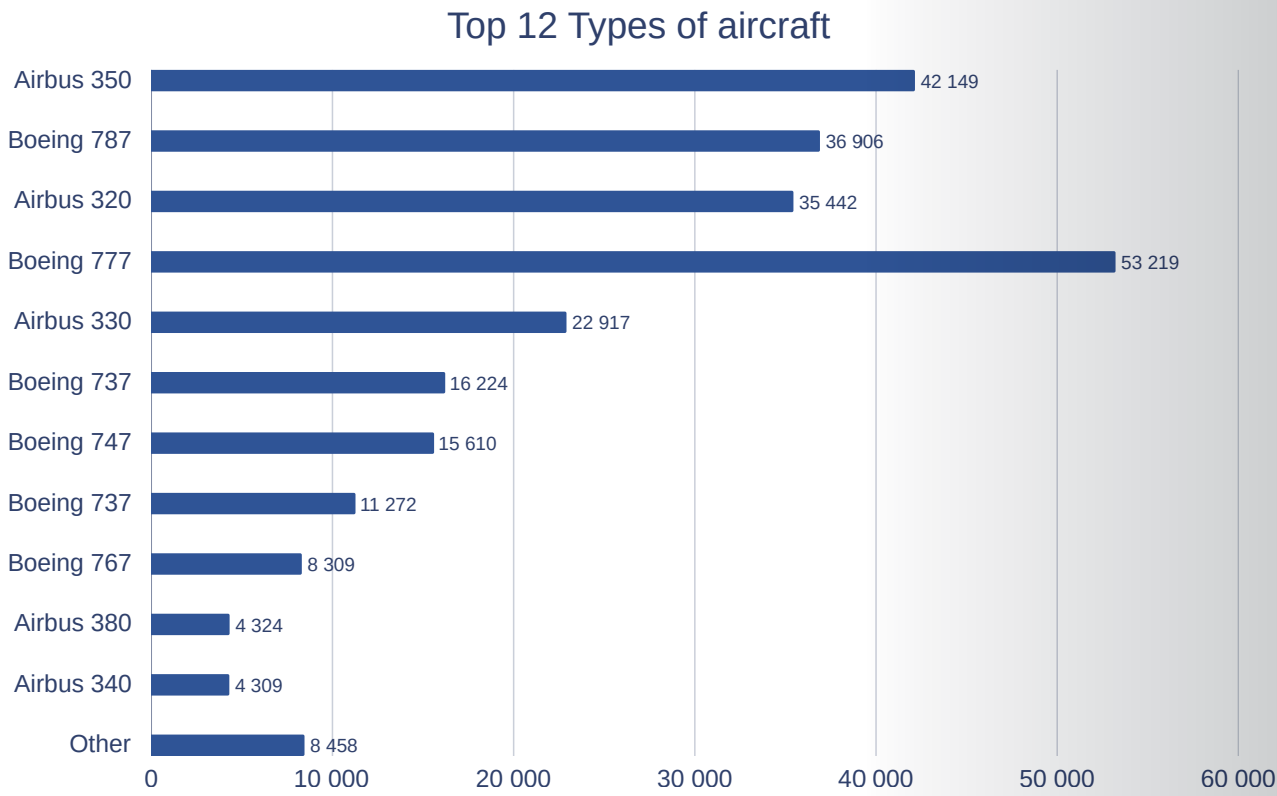
Picture 2.1 Overflight traffic development by month



Picture 2.2 Yearly overflight traffic development

2.2 Aircraft types

In 2025, more than 72% of the overflight traffic was operated by wide-body long-range aircraft. While this category continued to dominate the fleet mix, its share declined compared to 2024. The chart below illustrates the top 12 aircraft types overflying the Azerbaijan airspace in 2025.



Picture 2.3 Top 12 types of aircraft in the overflight traffic

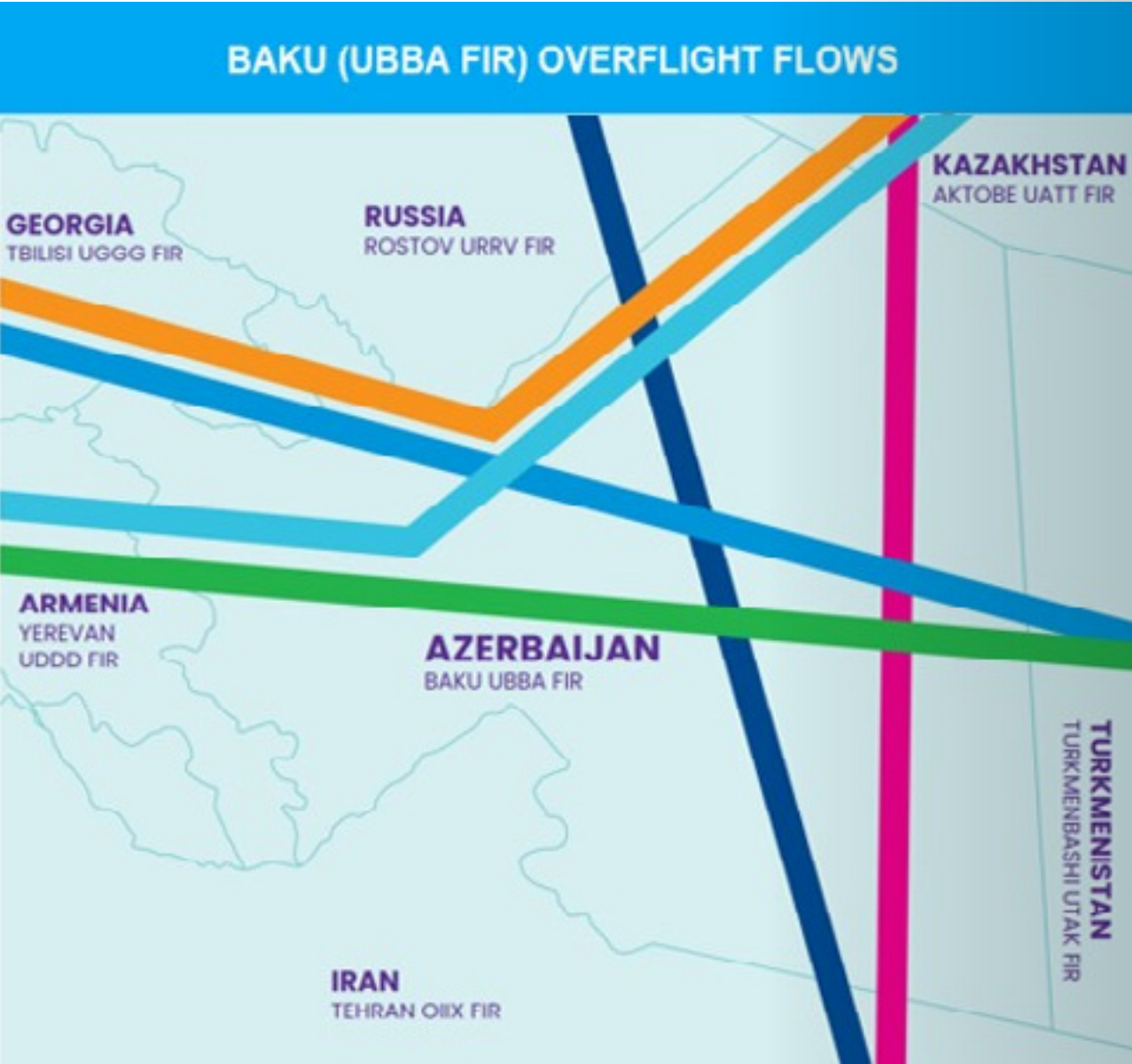
2.3 Traffic Flows

In 2025, complex geopolitical processes in several neighboring regions continued to affect international air traffic. International aviation organizations and civil aviation authorities issued notifications and operational recommendations advising airlines to avoid certain airspaces, leading to ongoing airspace restrictions in the wider region.

These measures influenced the distribution and direction of traffic flows through the airspace of the Republic of Azerbaijan. In particular, the persistence of airspace closures in some regions resulted in a reduction of certain southbound long-haul overflight flows, while restrictions in other areas contributed to the formation and strengthening of alternative east-west long-haul routes transiting Azerbaijan airspace.

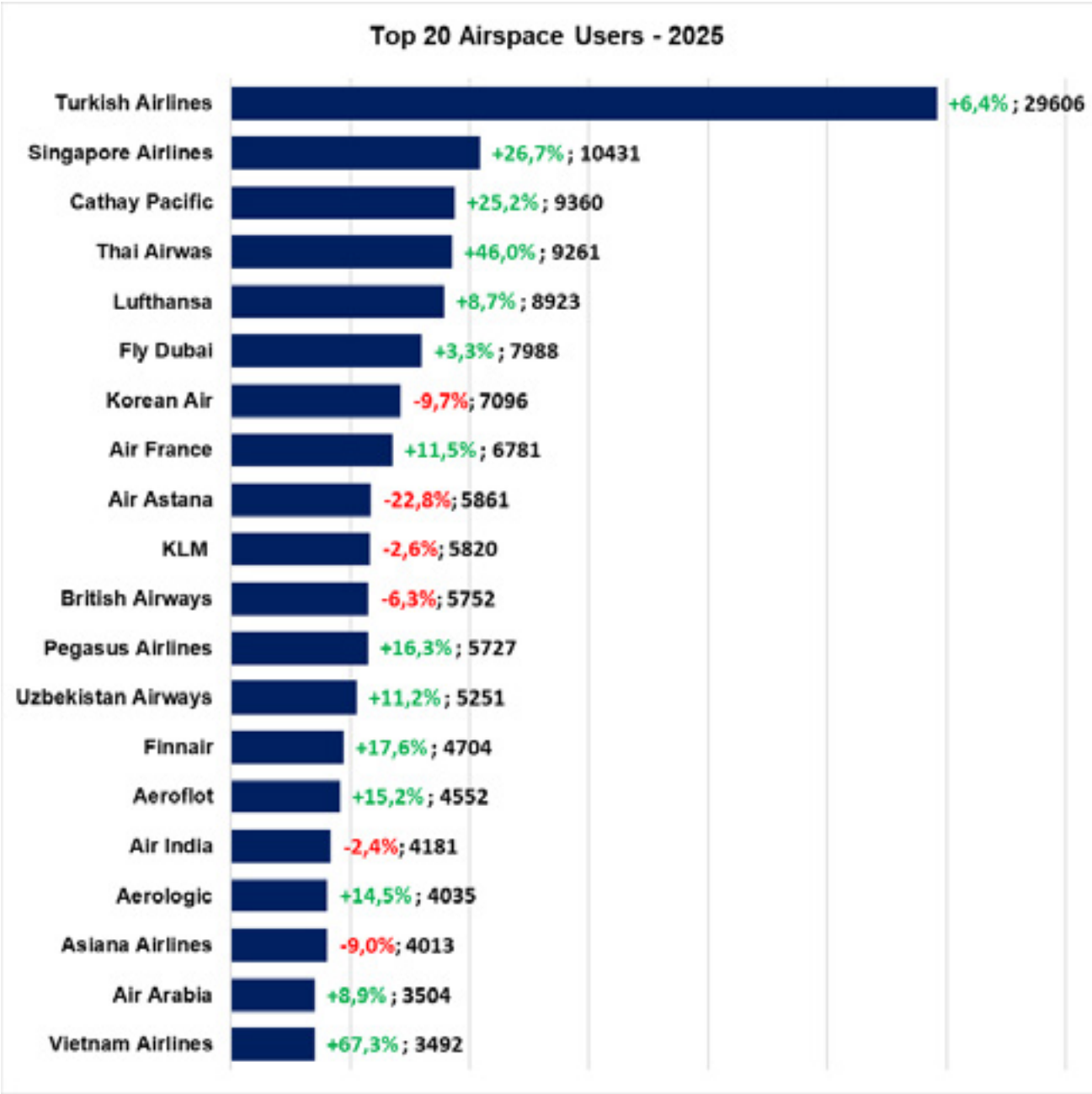
As a result, Azerbaijan airspace continued to play a key role in accommodating adjusted traffic flows and maintaining long-haul connectivity between major global regions in 2025.

GEORGIA-TURKMENISTAN and v.v	37%	96 463
GEORGIA-KAZAKHSTAN and v.v	20%	51 517
IRAN-RUSSIA and v.v	4%	11 379
IRAN-KAZAKHSTAN and v.v	7%	19 129
ARMENIA-TURKMENISTAN and v.v	23%	58 568
KAZAKHSTAN-ARMENIA and v.v	6%	15 082
OTHER DIRECTIONS	3%	8 947
TOTAL	100%	261 085



Picture 2.4 Main traffic flows over the Azerbaijan airspace

The chart presents the top 20 airspace users in 2025, highlighting the airlines with the highest flight frequencies. Turkish Airlines dominates airspace usage in 2025, while other airlines maintain a balanced distribution of flights across the ranking.



Picture 2.5 Top 20 airspace users

2.4 Airspace users

Approximately 300 international airlines that belong to the passenger and cargo segments carry out scheduled flights on a daily basis via the airspace of the Republic of Azerbaijan. Scheduled flights form 85% of the total number of transit flights. Regional geopolitical developments affected the aviation industry, with many airlines avoiding certain airspaces due to restrictions and NOTAMs and increasingly using Azerbaijan’s airspace as an alternative route. List of new airlines: Air Zeta, Hungary Airlines, Royal Air Maroc, FLYONE Armenia, Shirak Avia, Tarp Aviation and others.

3.1 Traffic development

Baku/Heydar Aliyev International Airport is the air gate of the capital of the Republic of Azerbaijan. It is the busiest airport in Azerbaijan and in the Caucasus region. The total number of aerodrome movements recorded in 2025 was 79 025 aircraft. Traffic increased by 0,9 % compared with 2024. The average number of aerodrome movements at the Baku/Heydar Aliyev International Airport is 217 aircraft per day.

79 025

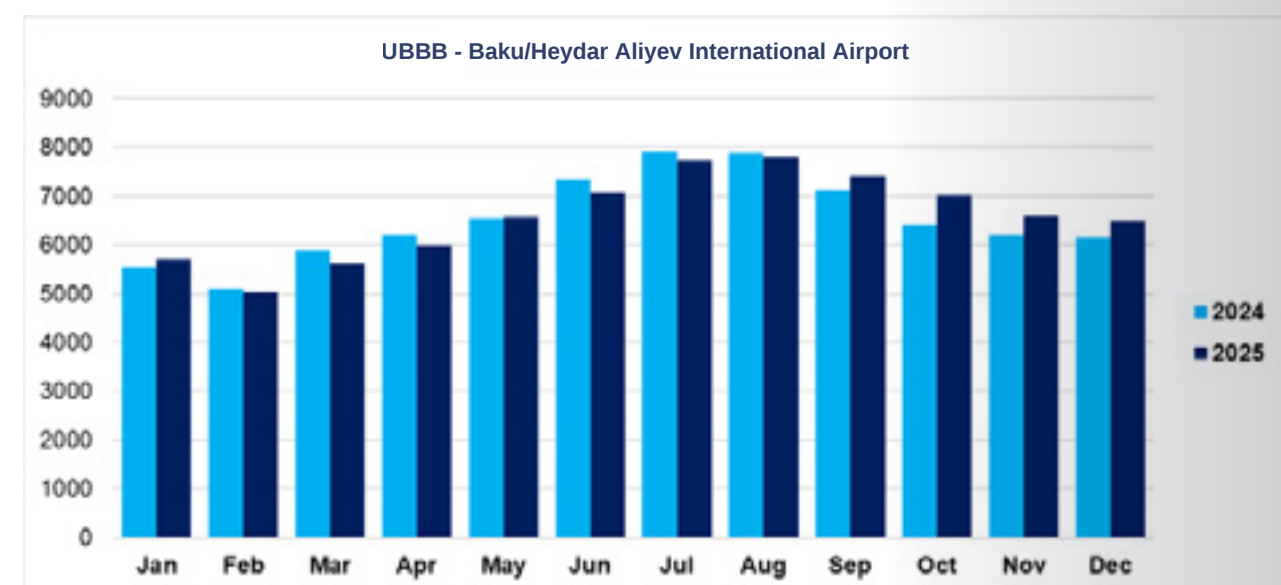
Total number of aerodrome movements recorded in 2025

0,9%

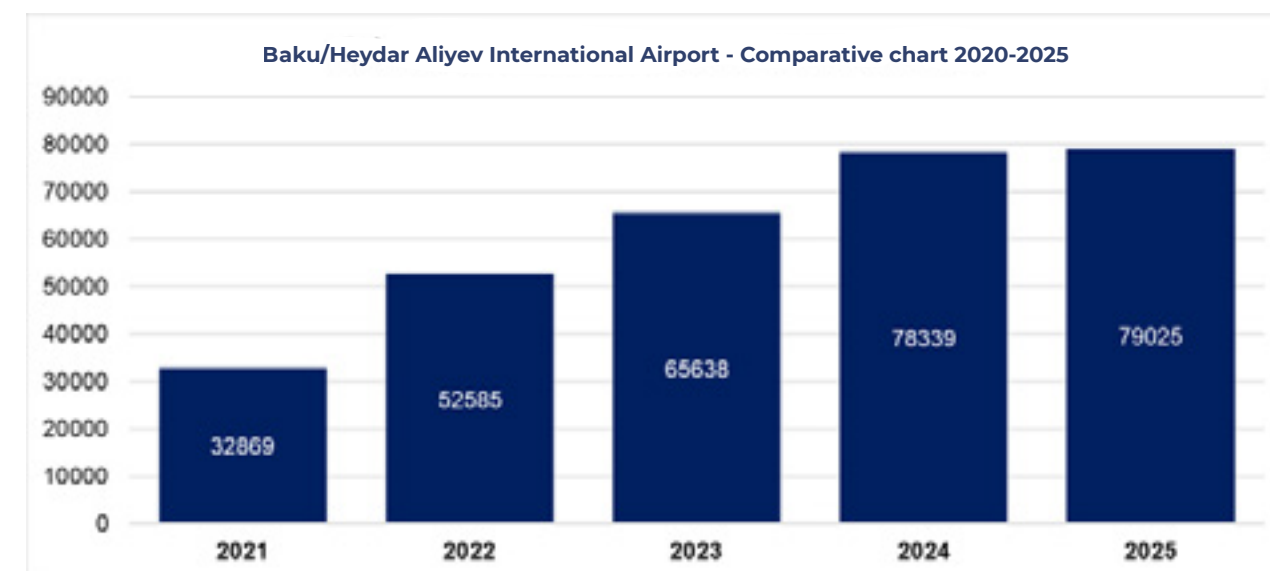
Traffic increased compared with 2024

217 acft

Average number of aerodrome movements per day



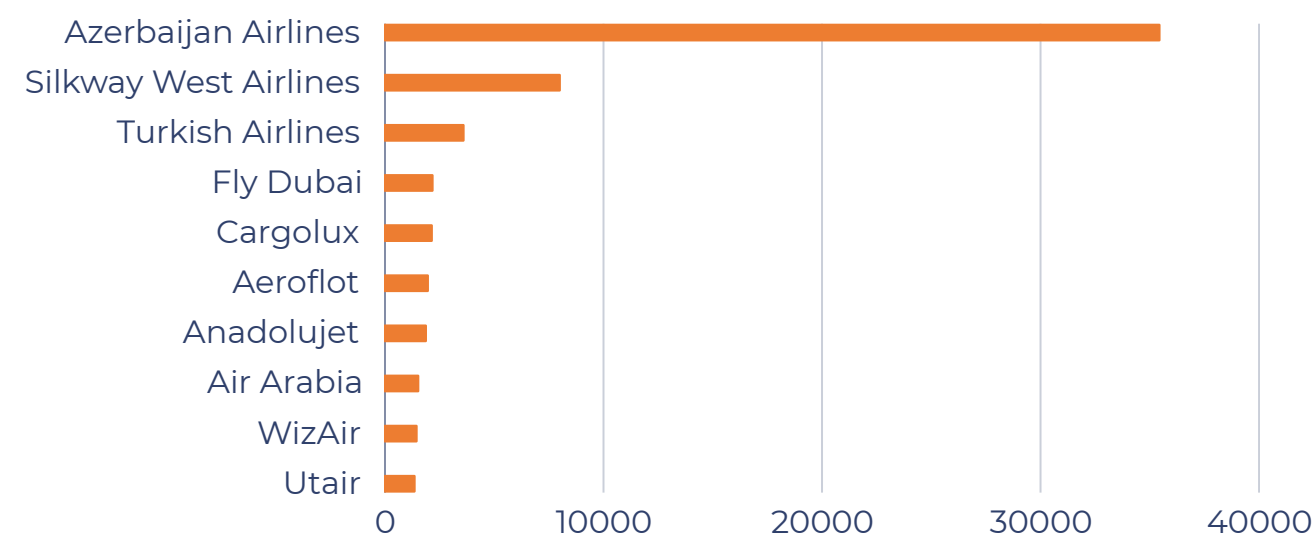
Picture 3.1 Baku/Heydar Aliyev International Airport traffic development by month



Picture 3.2 Baku/Heydar Aliyev International Airport annual traffic development

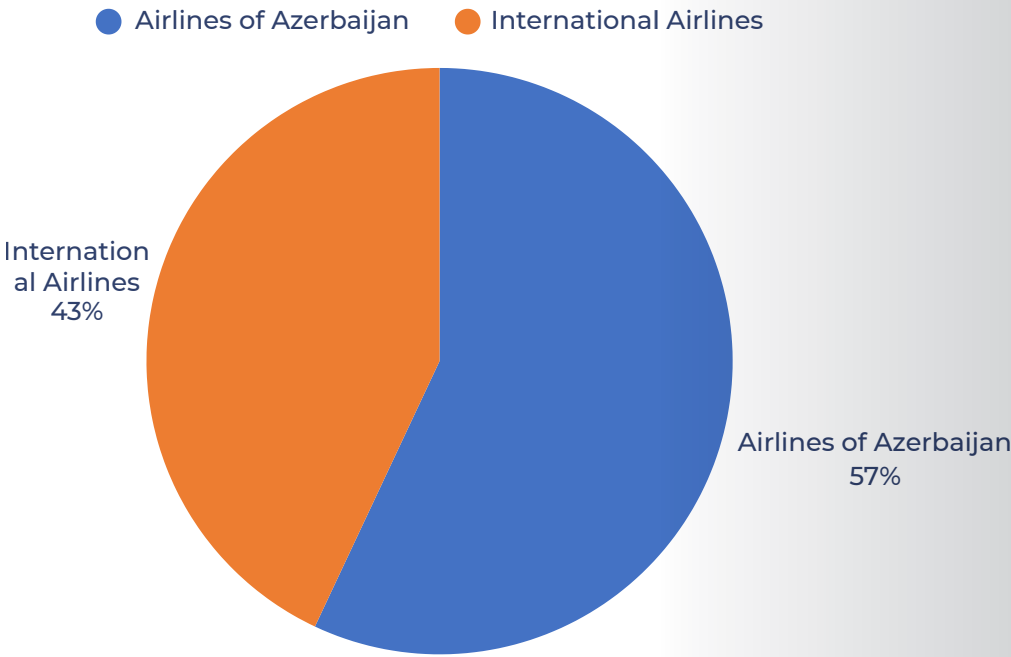
3.2 Airlines

Baku/Heydar Aliyev International Airport is the home base for Azerbaijan Airlines, the national carrier of Azerbaijan, as well as for Silk Way Group airlines. More than 30 different airlines (passenger and cargo) carry out scheduled flights to Baku city: Azerbaijan Airlines, Silkway West Airlines, Turkish Airlines, Cargolux, WizAir, Utair, Fly Dubai, Aeroflot, Anadolujet, IrAero, Air Arabia, Qatar Airways. List of new airlines: FlyArystan, My Freighter, One Air, Aliscargo Airlines, Challenge Airlines, AlphaSky, Challenge Airlines IL, Iran Airtour Airline, Fly Jordan, Texel Air, FLYONE Armenia.



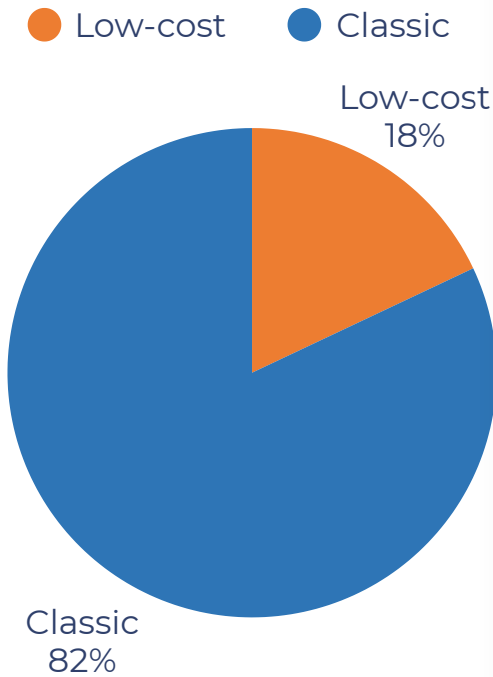
Picture 3.3 Top 10 airspace users

In comparison with 2024, the share of Azerbaijan Airlines increased by 3%, while International Airlines decreased by 2%.



Picture 3.4 Share of traffic: International Airlines vs Airlines of Azerbaijan

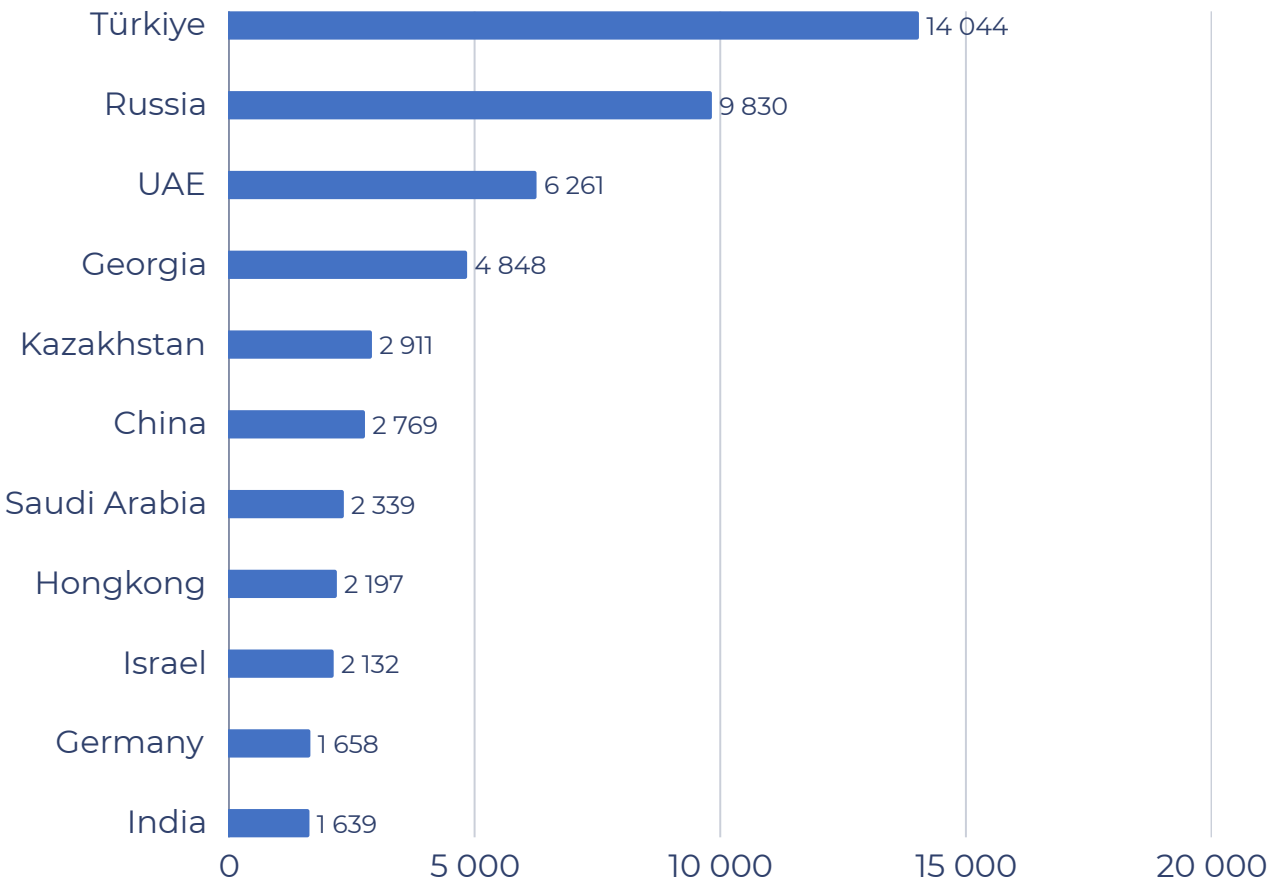
Total number of low-cost airlines in 2025 is 14 airlines (Air Arabia, Air Baltic, Flyadeal, Fly Dubai, Jazeera Airways, Flynas, AirAstana, SalamAir, Pobeda, Pegasus Airlines, Anadolujet, WizAir)



Picture 3.5 Share of traffic: Low-cost Airlines vs Classic Airlines

3.3 Destinations

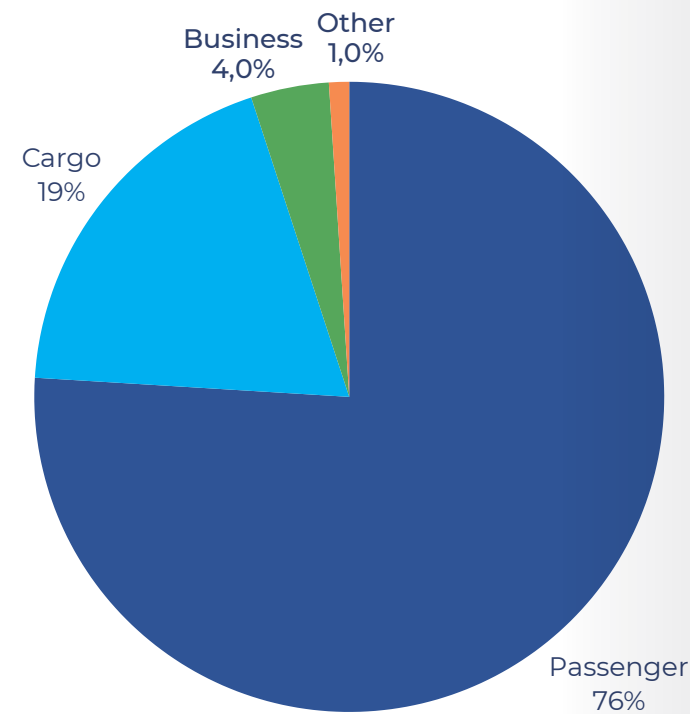
Scheduled flights are performed from Baku to more than 38 countries and to more than 72 destinations.



Picture 3.6 Top destinations by country

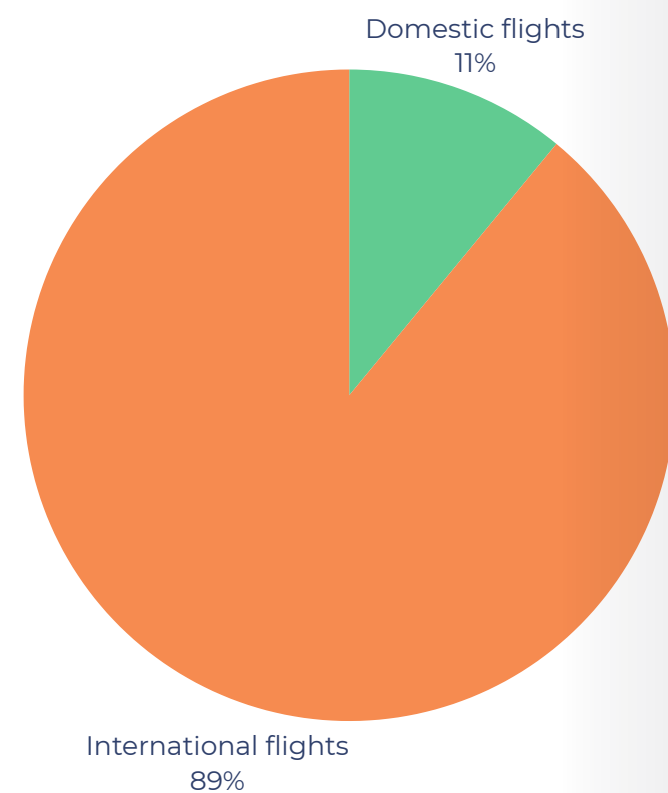
3.4 Type of flights

The infrastructure of the Heydar Aliyev International Airport allows to provide services to all types of flights. Two passenger terminals ensure a capacity of 9 million passengers per year. Separate terminals and aprons are allocated for business aviation. Baku Cargo Terminal is one of the biggest and most technically advanced cargo terminals in the CIS. The technical base of the terminal provides storage and processing of all kinds of cargoes in conformity with the world standards.



Picture 3.7 Share of traffic: types of flight

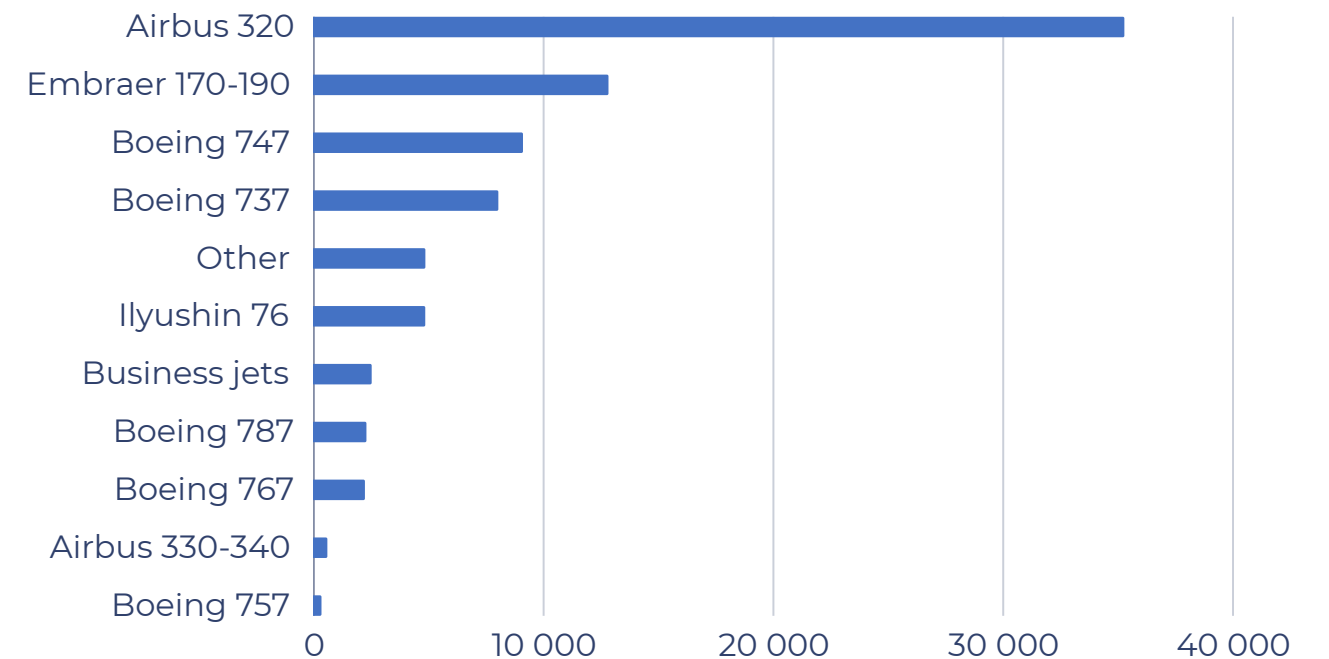
The pie chart illustrates the proportion of international and domestic flights in the total air traffic. The data suggests that the majority of air traffic at this location is composed of international flights, with domestic flights playing a significantly smaller role.



Picture 3.8 Share of traffic: international flights vs domestic flights

3.5 Type of aircraft

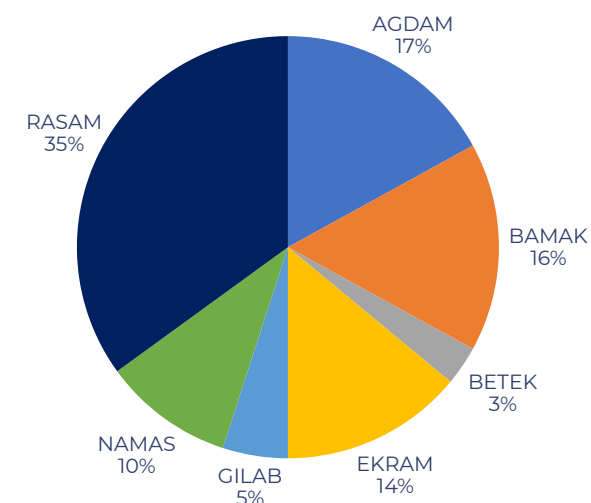
Narrow-body aircraft like Airbus 320 and Embraer 170-190 dominate operations, reflecting a high volume of domestic and regional flights. The airport's fleet composition aligns with a hub handling both commercial and specialized aviation.



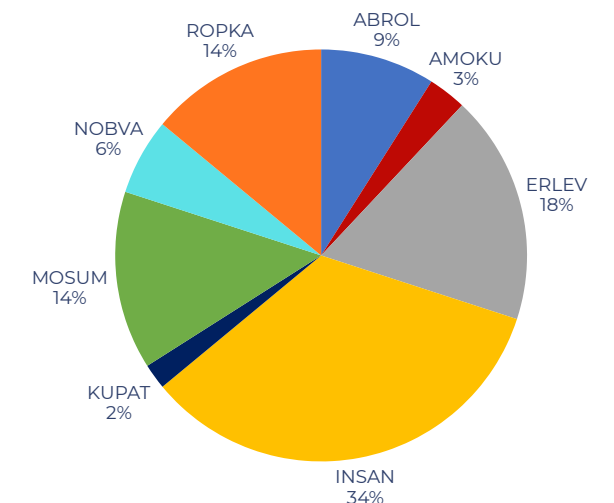
Picture 3.9 Types of aircraft

3.6 Load of SID and STAR

Baku/Heydar Aliyev International Airport
Departure Flows



Baku/Heydar Aliyev International Airport
Arrival Flows

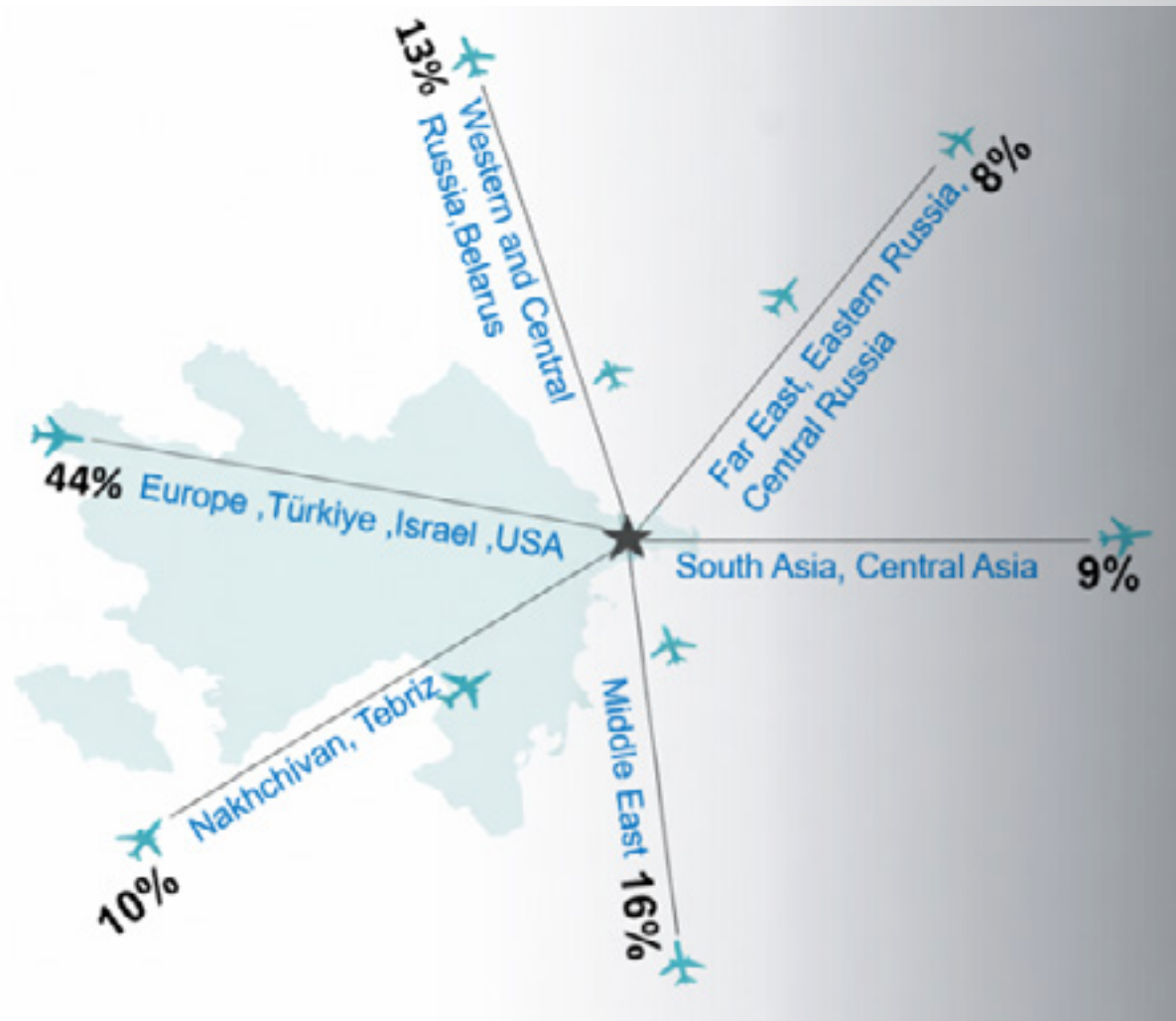


3.7 Use of RWY 16/34 and 17/35

Status	RWY 16/34	RWY 17/35
Take-off	50%	50%
Landing	58%	42%
Total	54%	46%



3.8 Traffic Flows



04

Regional aerodromes

There are international airports (Ganja, Nakhchivan, Fuzuli, Gabala, Lankaran, Zaqatala, Lachin, Zangilan) and two domestic airports (Yevlakh and Baku (Zabrat)) in Azerbaijan.

4.1 Nakhchivan International Airport (ICAO: UBBN)

Nakhchivan International Airport is the only air gateway of the Nakhchivan Autonomous Republic, a landlocked exclave of Azerbaijan. It was built in 1976 and completely reconstructed in 2002-2004.

The total number of aerodrome movements in 2025 is 7998 aircraft and it is a growth of 5,36 % in comparison with 2024. Regular passenger flights to Baku, Ganja, Istanbul, and Moscow are operated from Nakhchivan. The average number of aerodrome movements at the Nakhchivan International Airport in 2025 is 22 aircraft per day.

7998

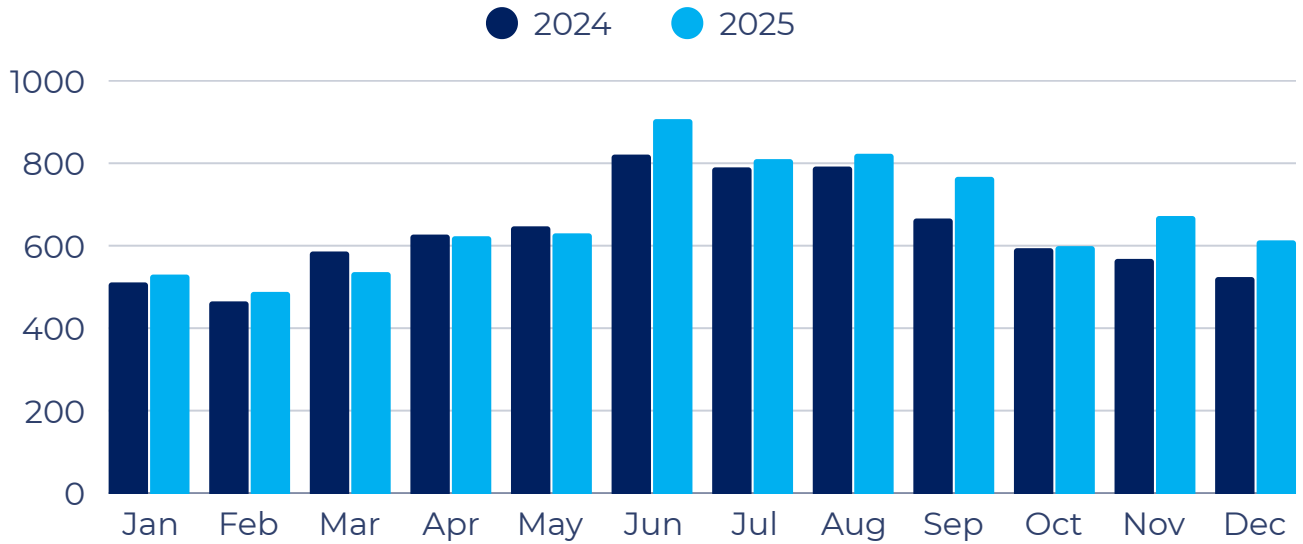
(IFR) recorded in 2025

5,36%

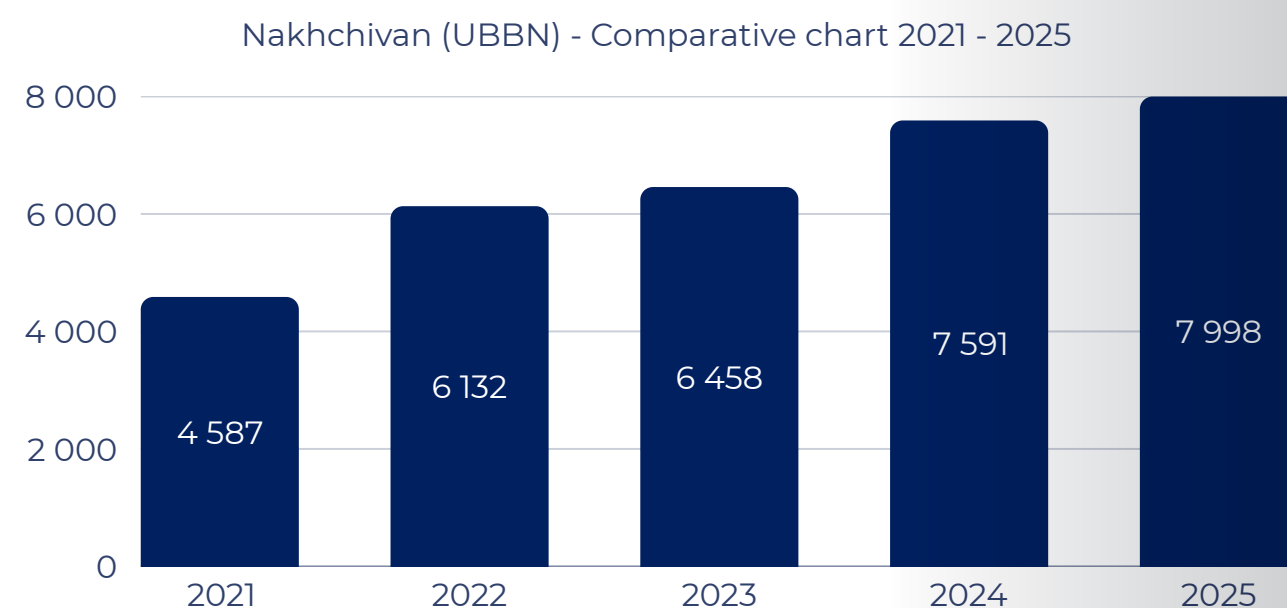
Growth compared to 2024

22 acft

Baku FIR per day



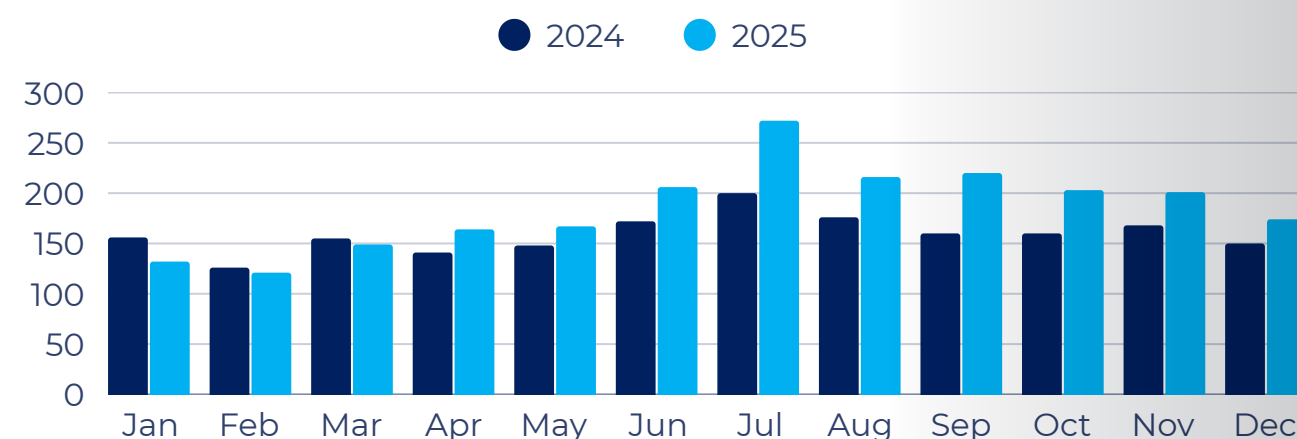
Picture 4.1 Annual traffic development at Nakhchivan International Airport



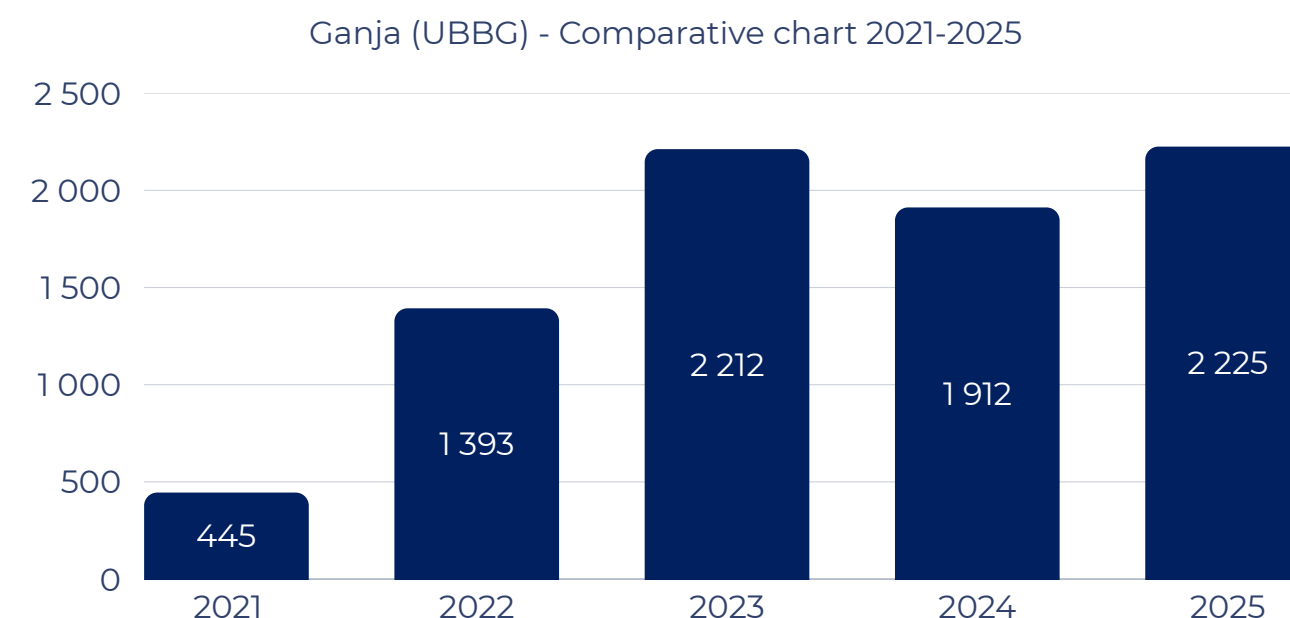
Picture 4.2 Nakhchivan International Airport traffic development by months of the year

4.2 Ganja International Airport (ICAO: UBBG)

Ganja International Airport is an airport serving Ganja, the second largest city in Azerbaijan. It was reconstructed in 2006. Regular operations to Ganja were cancelled in April 2020 due to COVID-19 pandemic and re-launched in May 2021 with a limited volume of the pre-pandemic schedule. Regular passenger flights to Nakhchivan, Istanbul and Moscow are operated from Ganja. The total number of aerodrome movements in 2025 is 2225 aircraft. Traffic decreased by 16,4 % compared to 2024. The average number of aerodrome movements at the Ganja International Airport in 2025 is 6 aircraft per day.



Picture 4.3 Annual traffic development at Ganja International airport



Picture 4.4 Ganja International airport traffic development by months of the year

4.3 Gabala International Airport (ICAO: UBBQ)

Gabala International Airport is an airport in Gabala city, located in the North-West of Azerbaijan. Construction of the Gabala airport started in 2011, and the airport was inaugurated by the President of the Republic of Azerbaijan, Ilham Aliyev, on 17 November 2011. Baku/Gabala airport is also a base for the training of student-pilots of the National Aviation Academy. The training program includes en-route flights, take-off, landing and go-around manoeuvres on Cessna 172. The total number of aerodrome movements in 2025 is 2560 aircraft, and it is a growth of 687,7 % in comparison with 2024. The average number of aerodrome movements at the Gabala International Airport in 2025 is 7 aircraft per day

4.4 Lankaran International Airport (ICAO: UBBL)

Lankaran International Airport is located in the town of Lankaran in the southeast of Azerbaijan. Reconstruction of the Lankaran airport was started in 2005 and was finished in 2008. The total number of aerodrome movements in 2025 is 80 aircraft, representing a 28.5% decrease compared to 2024. No scheduled flights were operated in 2025. Regular flights to Lankaran were cancelled in April 2020 due to the COVID-19 pandemic and have been recovered since June 2021. Scheduled flights to Moscow are operated from Lankaran.

4.5 Fuzuli International Airport (ICAO: UBBF)

Fuzuli International Airport is an airport in the city of Fuzuli and an air gateway to the territories liberated from occupation. The airport was built in 2021 within 8 months on an aerodrome that had been abandoned for almost 30 years and was surrounded by former minefields. Fuzuli International Airport was officially inaugurated by the President of the Republic of Azerbaijan, Ilham Aliyev and the President of Turkey, Recep Tayyip Erdogan, on October 26, 2021. The total number of aerodrome movements in 2025 is 314 aircraft and it is a growth of 0,6% in comparison 2024 with 2025. The average number of aerodrome movements at the Fuzuli International Airport in 2025 is 1 aircraft per day.

4.6 Lachin International Airport (ICAO: UBLCL)

Lachin International Airport, located in the city of Lachin, provides air connectivity to the liberated territories. The airport was constructed in accordance with international standards and was put into operation on 28 May 2025. Its operation will make a significant contribution to the socio-economic development of the region. The total number of aerodrome movements in 2025 is 46 aircraft. No scheduled flights were operated in 2025.

4.7 Zangilan International Airport (ICAO: UBBZ)

The total number of aerodrome movements in 2025 is 38 aircraft. No scheduled flights were operated in 2025.

4.8 Zagatala International Airport (ICAO: UBBY)

Zagatala International Airport is an airport serving Zagatala city. It is located at the southern foot of the Main Caucasus range. The latest reconstruction of the airport terminal was completed in 2008, after which the airport received an international status. Zagatala International Airport was closed since March 2014 due to reconstruction works on the runway and was reopened in October 2018. The total number of aerodrome movements in 2025 is 74 aircraft. No scheduled flights were operated in 2025.

4.9 Yevlakh airport (ICAO: UBEE)

Yevlakh Airport is an airport serving the city of Yevlakh. The complete reconstruction of Yevlakh airport was completed in September 2013. Yevlakh airport does not have the status of an “international airport”. The total number of aerodrome movements in 2025 is 528 aircraft. The average number of aerodrome movements at the Yevlakh International airport in 2025 is 1 aircraft per day .

4.10 Baku/Zabrat airport (ICAO: UBTT)

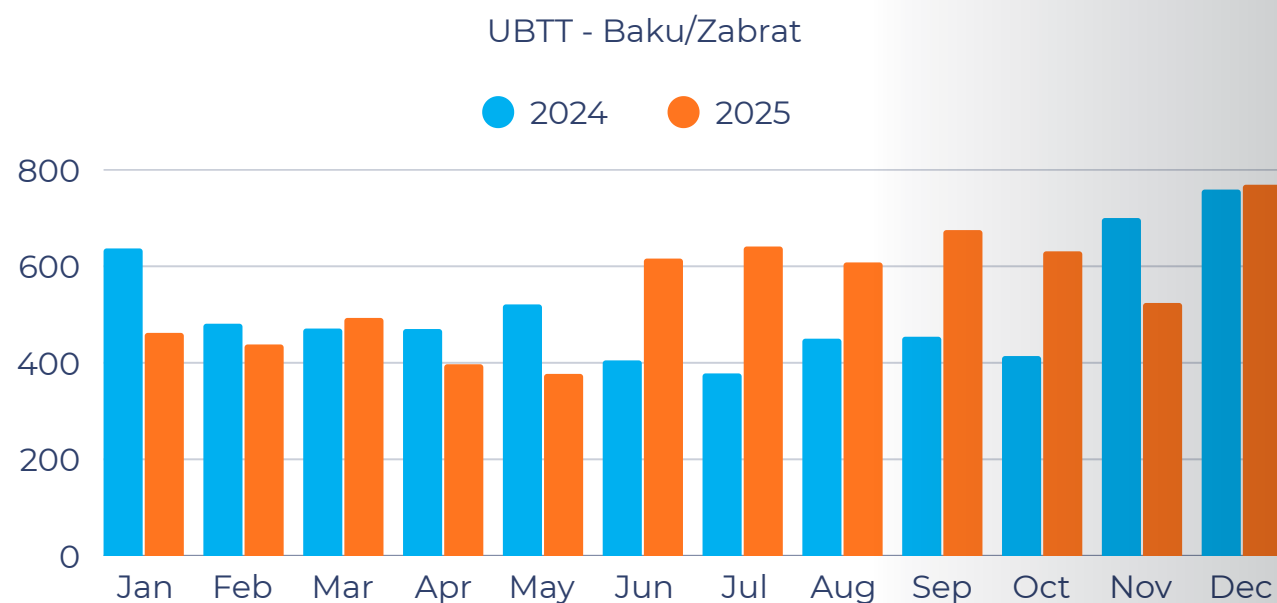
Baku/Zabrat airport is the home base airport of the “Silk Way Helicopter Service” (SWHS) company. The fleet of SWHS consists of the following types of aircraft: Augusta Westland AW139, MI171, Sikorsky S92, Eurocopter Super Puma AS332, Eurocopter Dauphin EC155. The main objective of SWHS is the provision of services and support of the oil industry of the Republic of Azerbaijan (flights to ships and offshore drilling rigs, air patrolling and monitoring of oil and gas pipelines).

In addition to this, SWHS provides the following services:

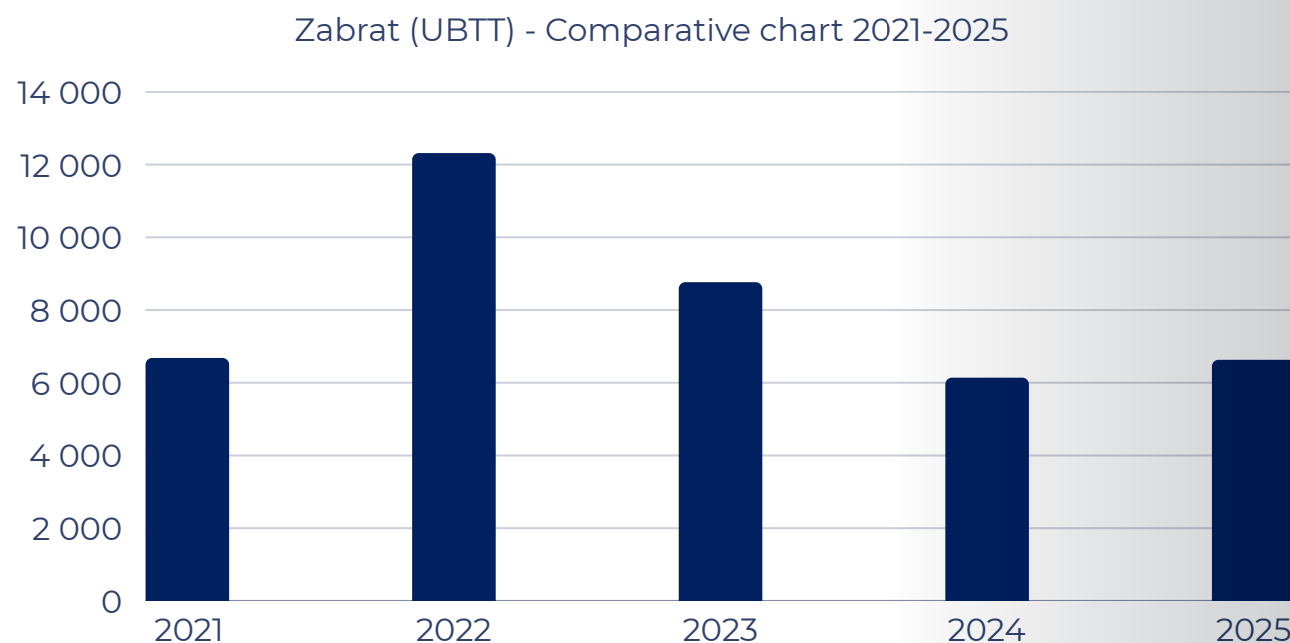
- Transportation of passengers, VIP flights;
- Transportation of cargo;
- Medical Evacuation (Medivac);
- Emergency Medical Service (EMS);
- Search and Rescue operations (SAR).

The total number of aerodrome movements in 2025 is 6631 aircraft and it Average number of traffic is 17 aircraft per day.





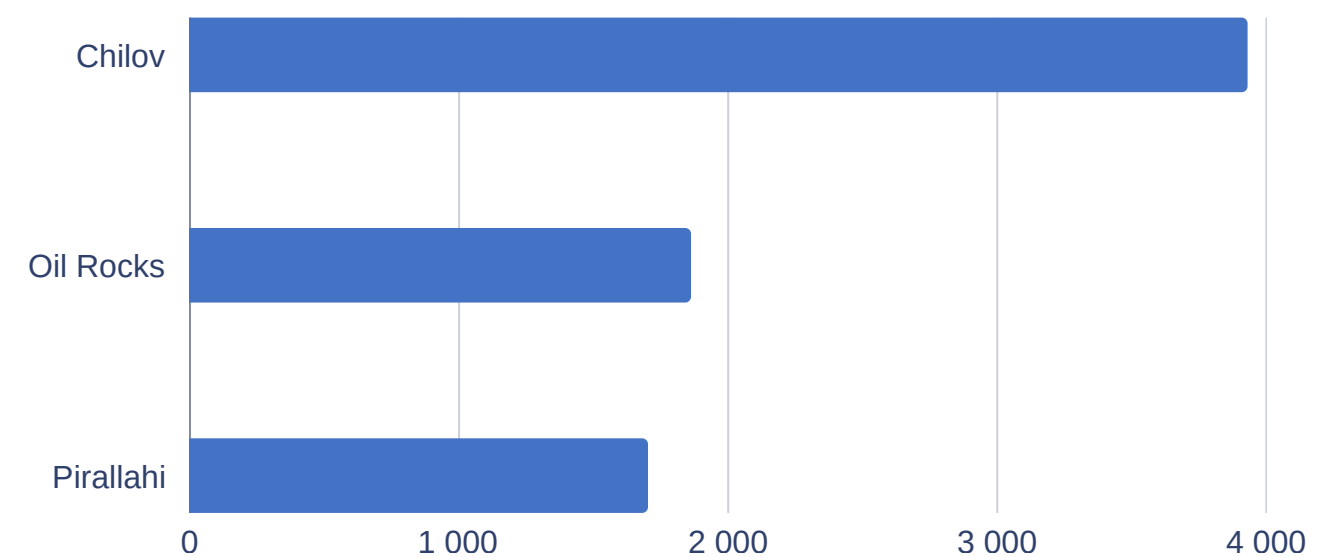
Picture 4.5 Baku/Zabrat airport traffic development by months of the year



Picture 4.6 Baku/Zabrat airport traffic annual traffic development

The ATC staff of Baku/Zabrat airport is also responsible for the ATS provision for helicopter flights in the area of the Caspian Sea. This airspace is divided into the sectors where Chilov, Neft Dashlari and PirallahiTWRs are providing ATS according to their area of responsibility.

The total number of helicopter flights in the area of the Caspian Sea in 2025 is 6626. Traffic decreased by -19,5 % compared to 2024. The average number of flights in 2025 is 18 flights per day

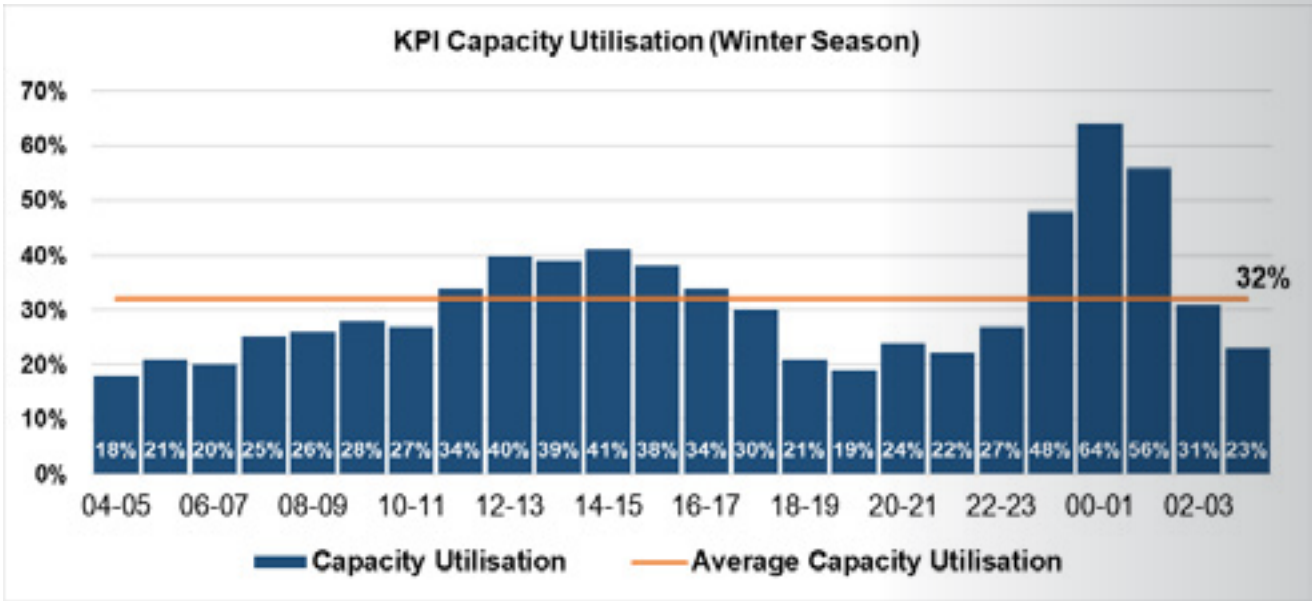


Picture 4.7 Helicopter flights

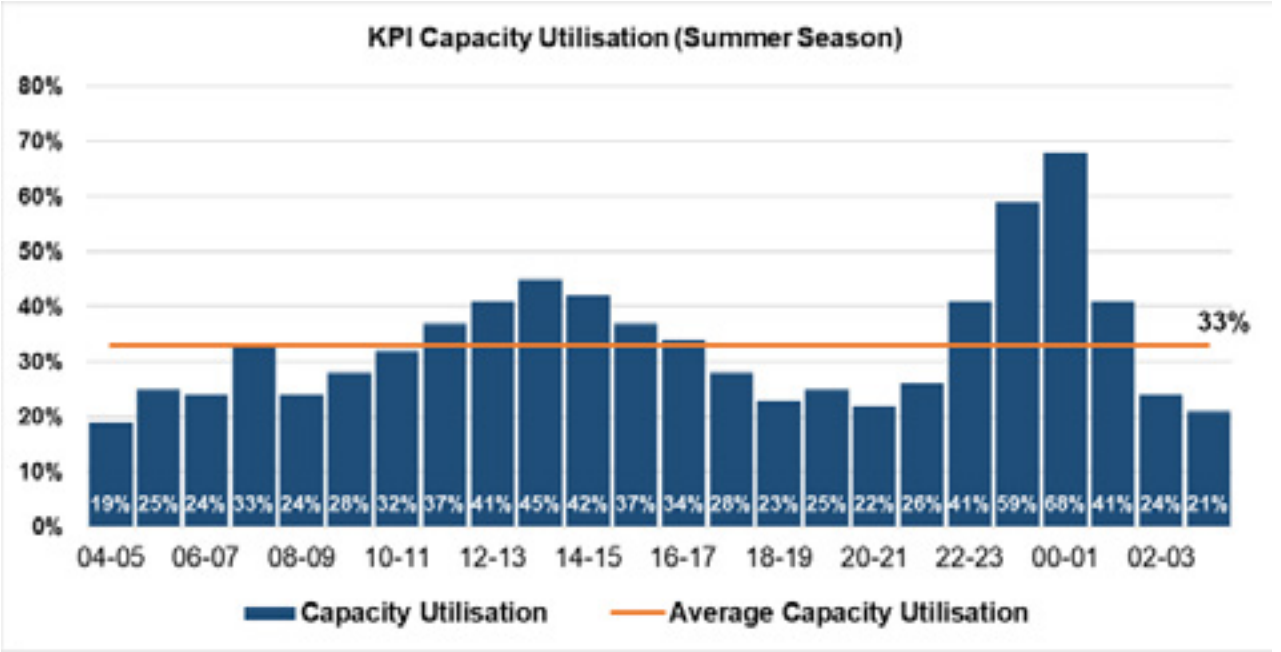
5.1 KPI-Capacity Utilization

Capacity utilization assesses how effectively capacity is managed. It is a measure of accommodated demand, compared to the available capacity of Baku FIR. AZANS has declared the capacity of the Baku FIR of 110 ACFT/Hour. 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%.

KPI Winter Season 32%
KPI Summer Season 33%



Picture 5.1 KPI Capacity Utilization - Winter Season



Picture 5.2 KPI Capacity Utilization - Summer Season

5.2 KPI-Analysis of Flight Density Rate

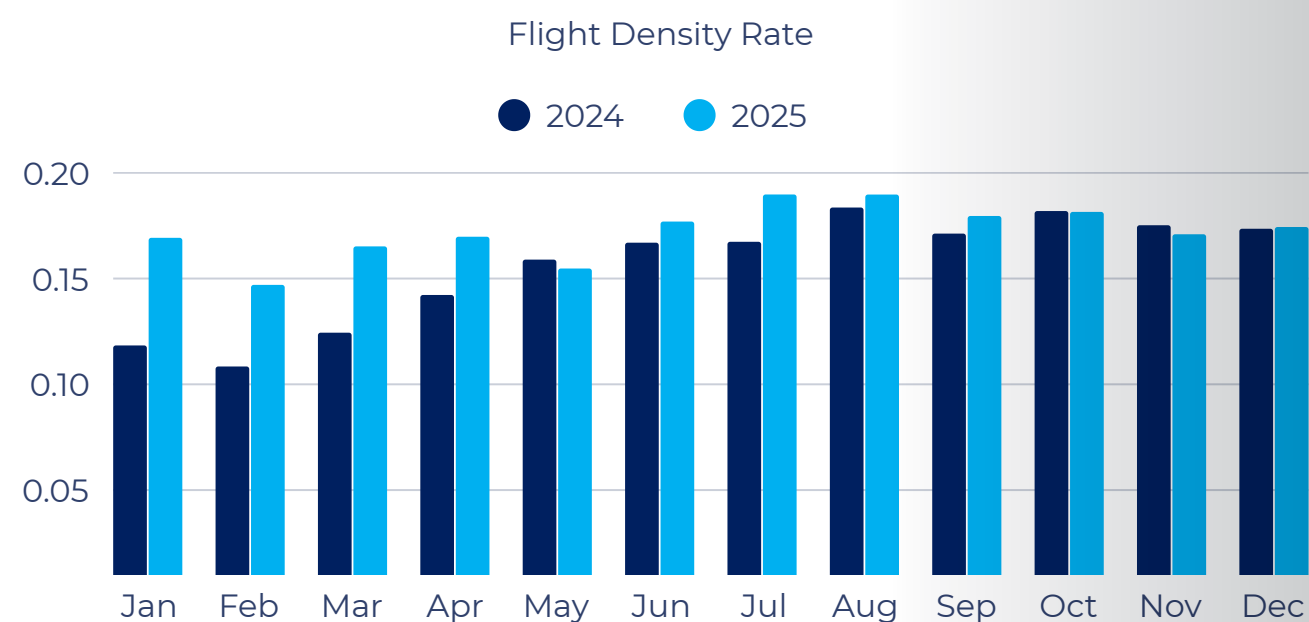
Flight density refers to the number of flights operating within a defined airspace area, such as a Flight Information Region (FIR). It provides an indication of how intensively the airspace is being used over a specific period.

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.

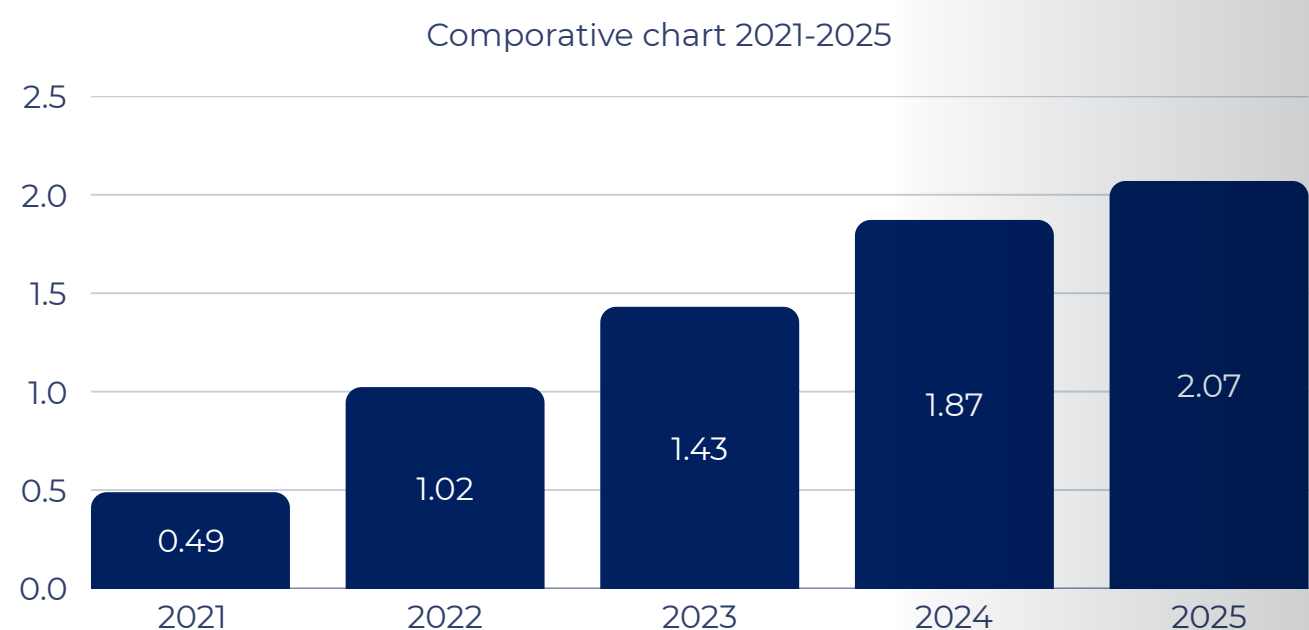
The KPI unit is ACFT/km².

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
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	0,17



Picture 5.3 KPI Flight Density Rate - Monthly KPIs



Picture 5.4 KPI Flight Density Rate -Yearly KPIs

5.3 KPI-Total flown distance

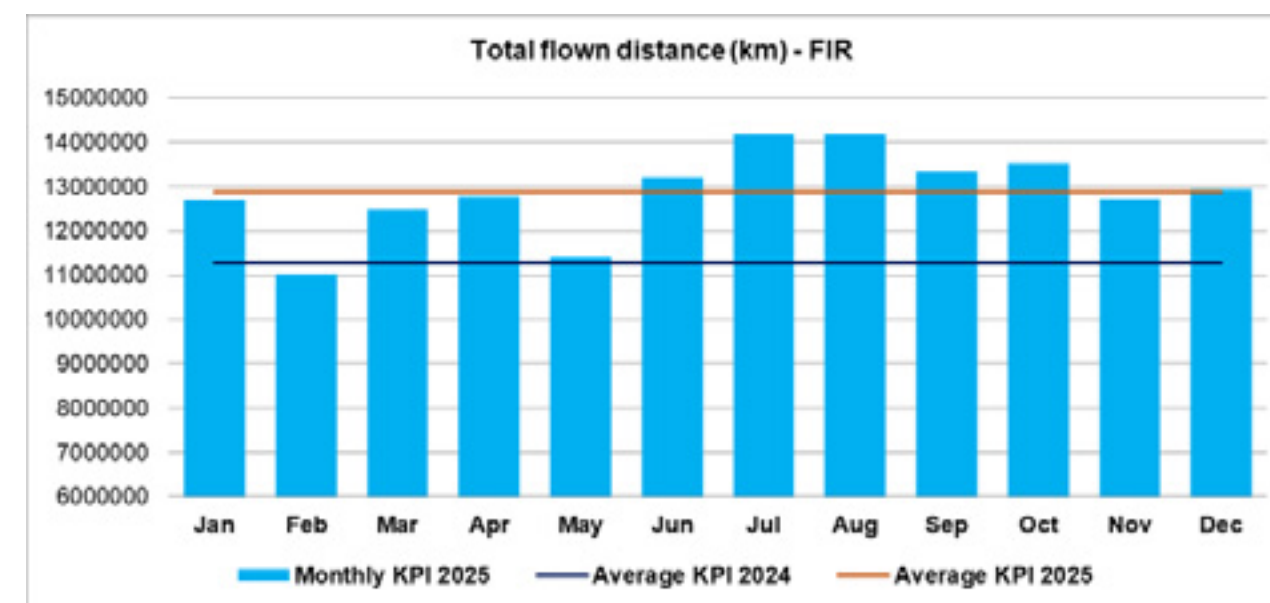
KPI-Flown distance is the total flown distance. KPI is km.

5.3.1 Total flown distance-FIR Baku

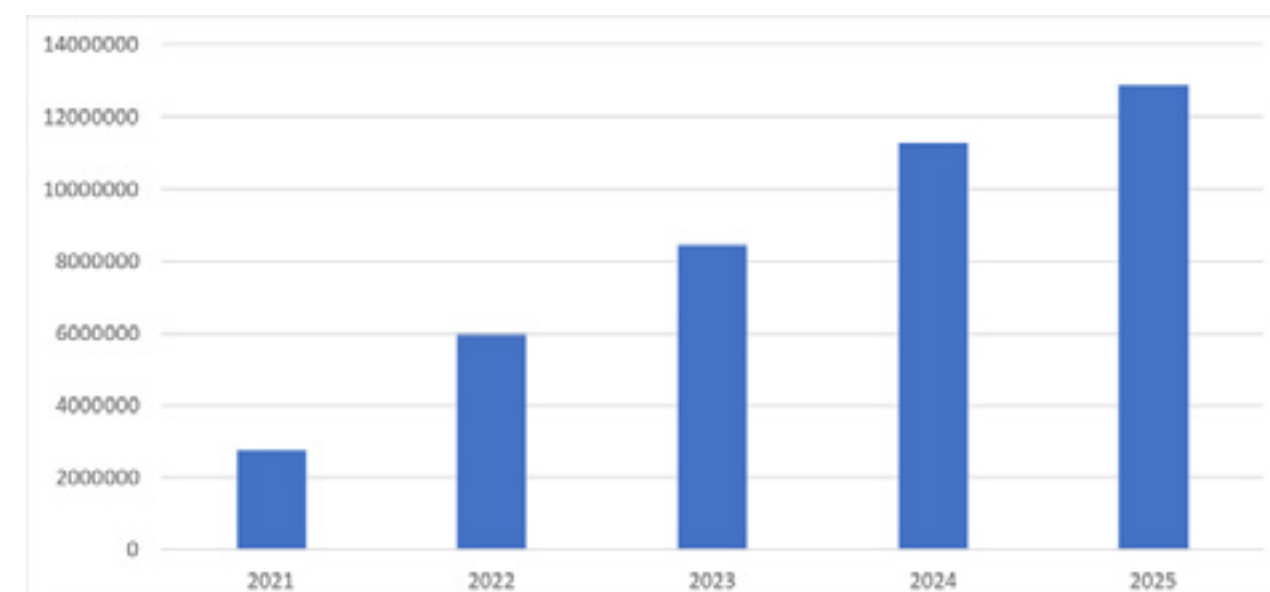
All the traffic data of Baku FIR (overflight and aerodrome movements) is used for the calculation of KPI - Total flown distance (FIR).

KPI - Total flown distance (FIR)- 154 511 607 km

KPI - Total flown distance (FIR)- 12 875 967 km (monthly average)



Picture 5.5 KPI Total flown distance - FIR

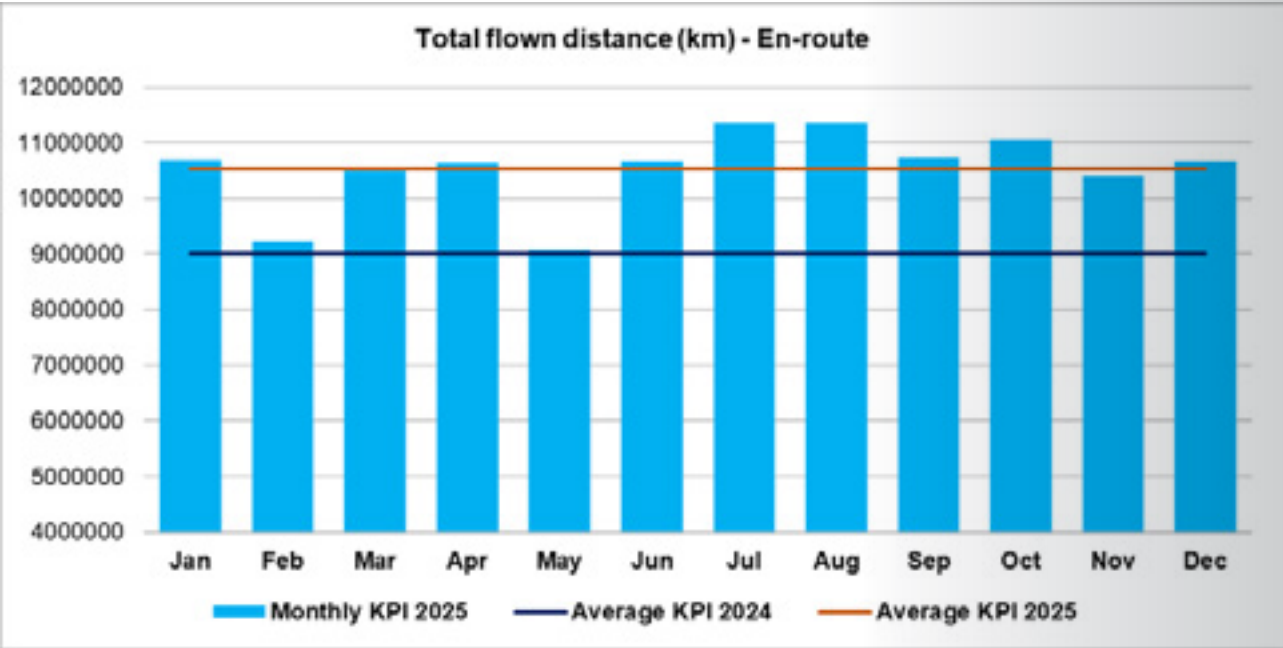


Picture 5.6 KPI Total flown distance comparative chart (FIR)

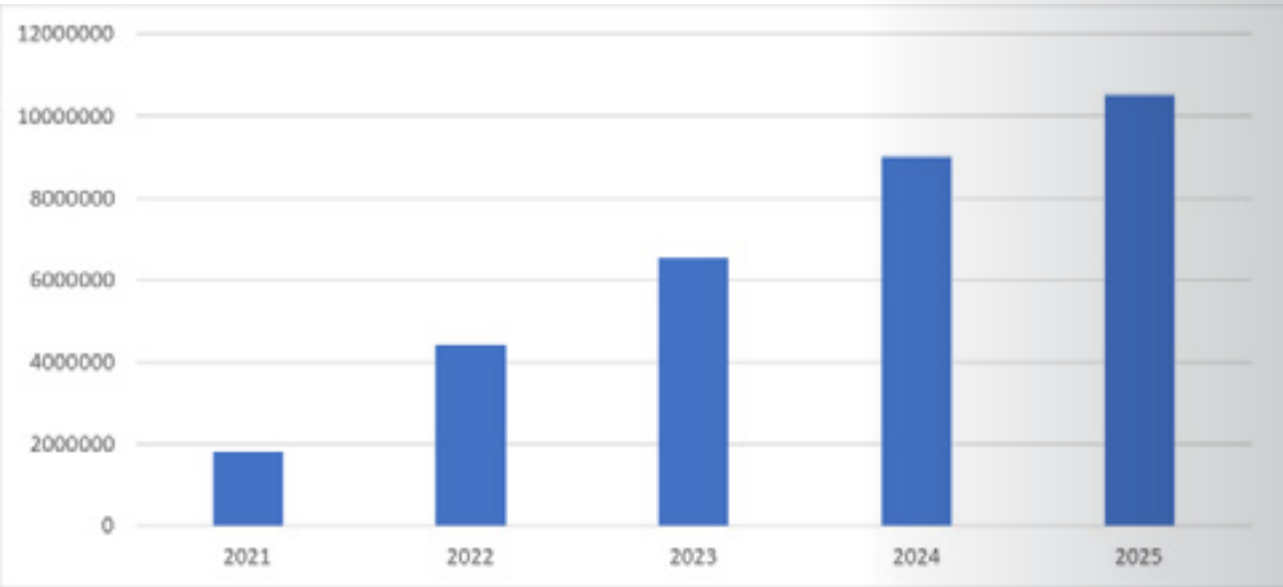
5.3.2 Total flown distance- En-route

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

KPI - Total flown distance (ENR)- 126346794 km
KPI - Total flown distance (ENR)- 10 528 900 km (monthly average)



Picture 5.7 KPI Total flown distance (ENR)

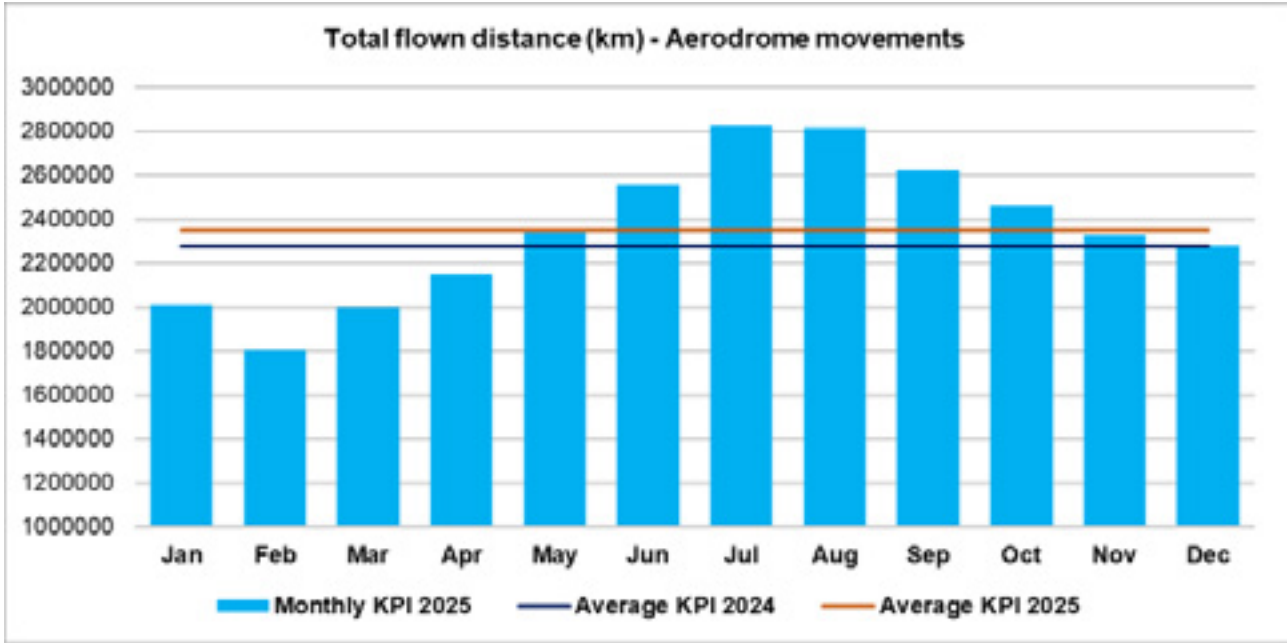


Picture 5.8 KPI Total flown distance comparative chart (ENR)

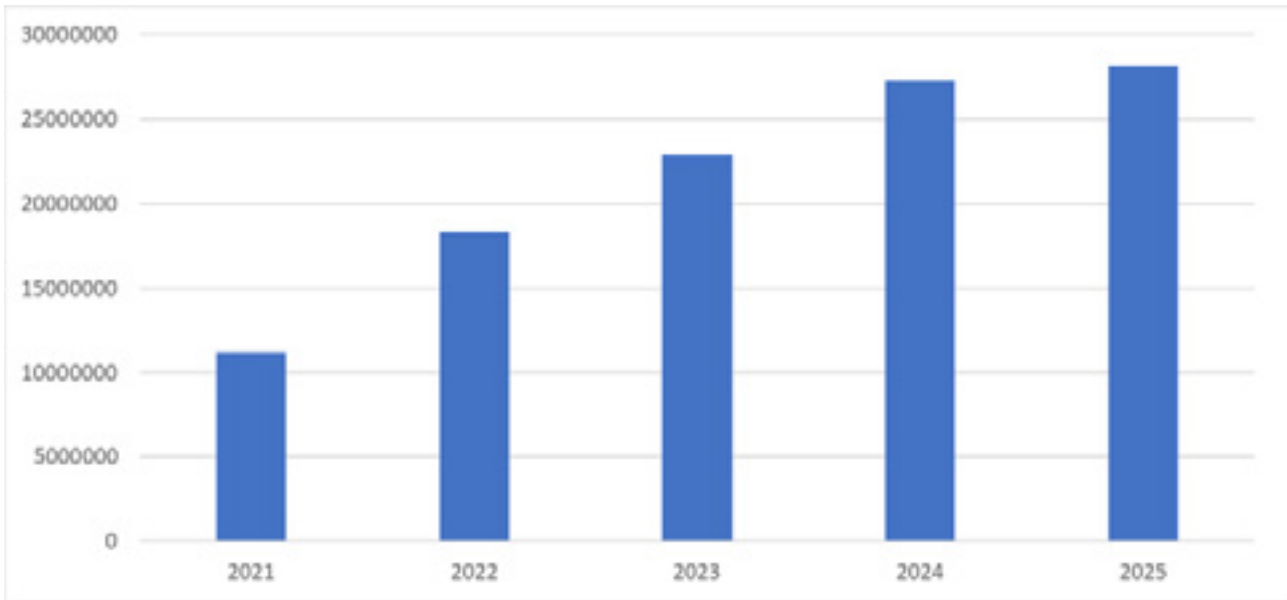
5.3.3 Total flown distance- Aerodrome movements

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

KPI - Total flown distance (AD)- 28164 813 km
KPI - Total flown distance (AD)- 2 347 068 km (monthly average)



Picture 5.9 KPI Total flown distance (AD)



Picture 5.10 KPI Total flown distance comparative chart (AD)

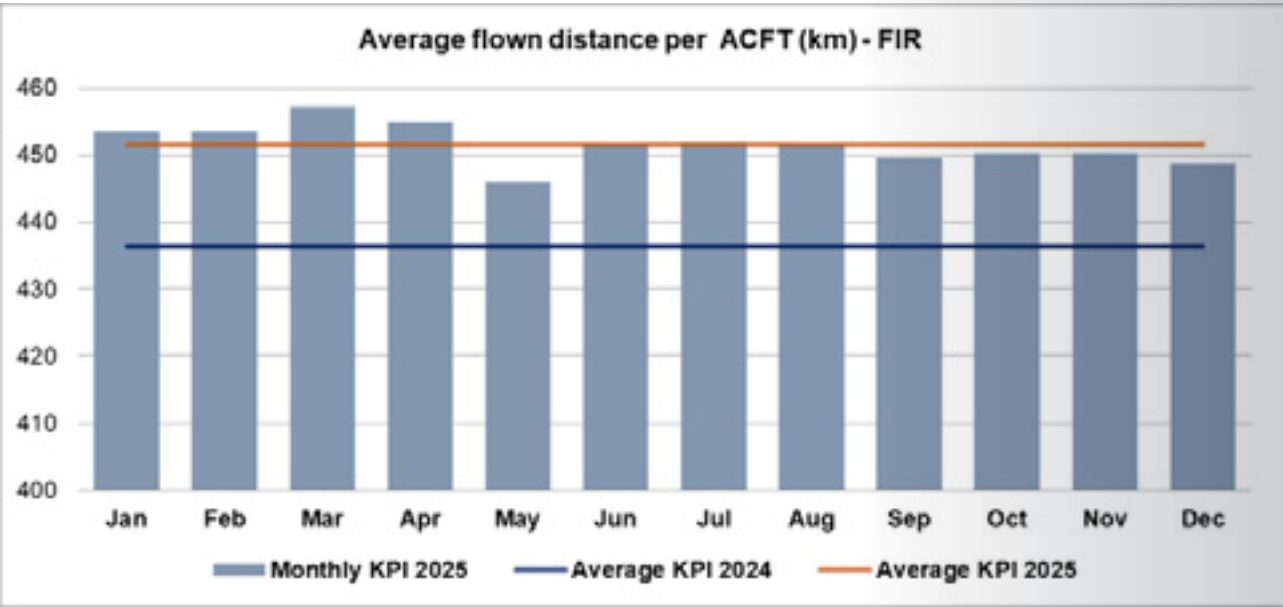
5.4 Average flown distance per ACFT

KPI- Average flown distance per ACFT is calculated 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.

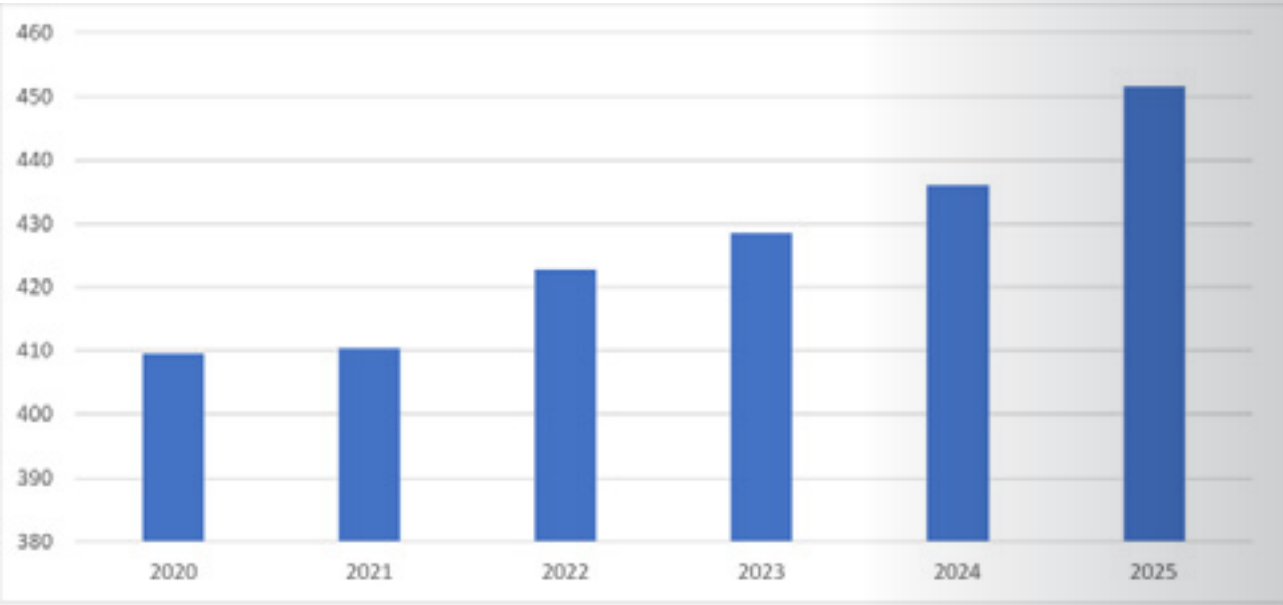
5.4.1 KPI - Average flown distance (FIR)

All the traffic data of Baku FIR (overflight and aerodrome movements) is used for the calculation of Traffic efficiency (FIR).

KPI- Average flown distance (FIR) - 452 km/ACFT



Picture 5.11 Average flown distance (FIR) – Monthly KPIs

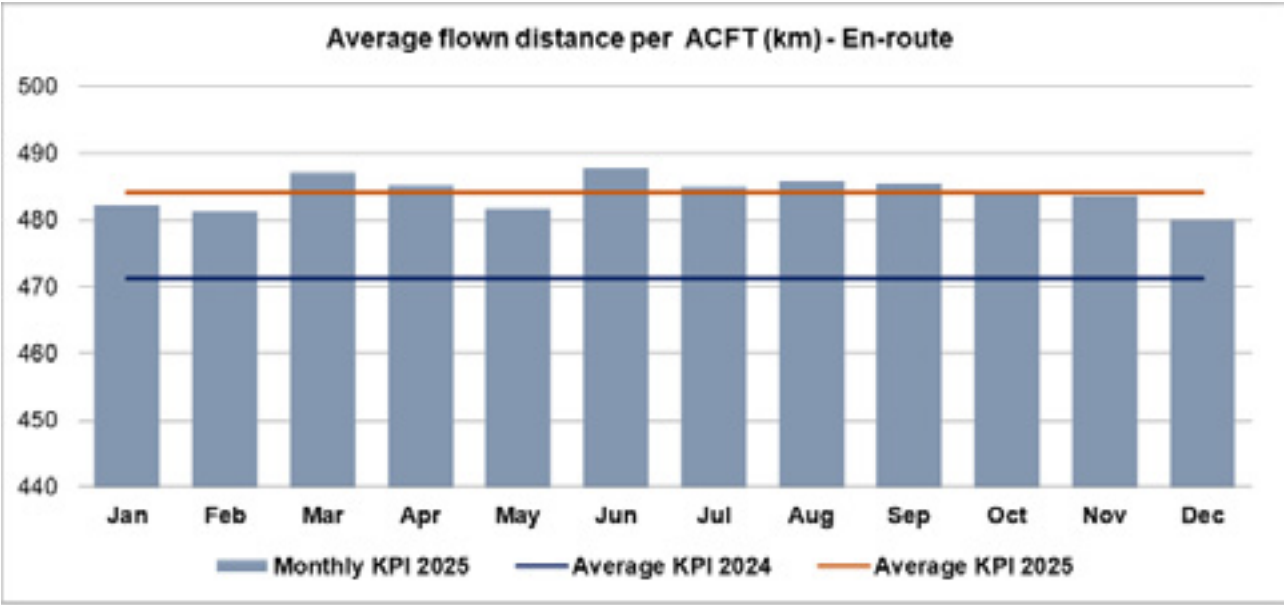


Picture 5.12 Average flown distance (FIR) – Yearly KPIs

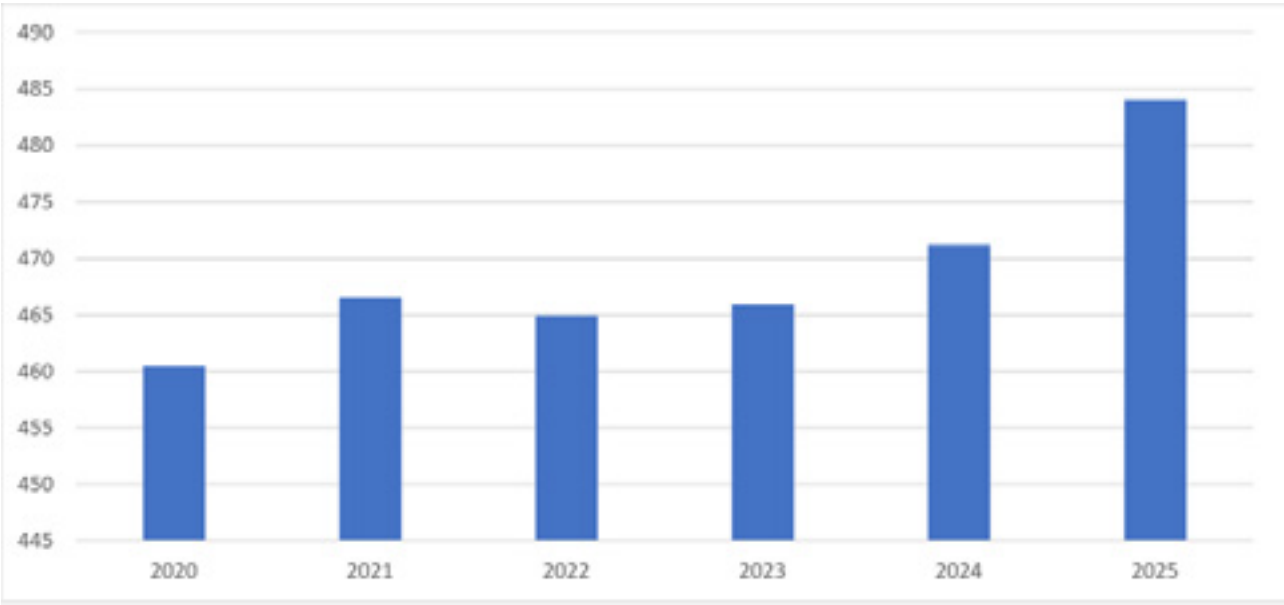
5.4.2 KPI - Average flown distance (ENR)

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

KPI - Average flown distance (ENR) - 484 km/ACFT



Picture 5.13 Average flown distance (ENR) – Monthly KPIs

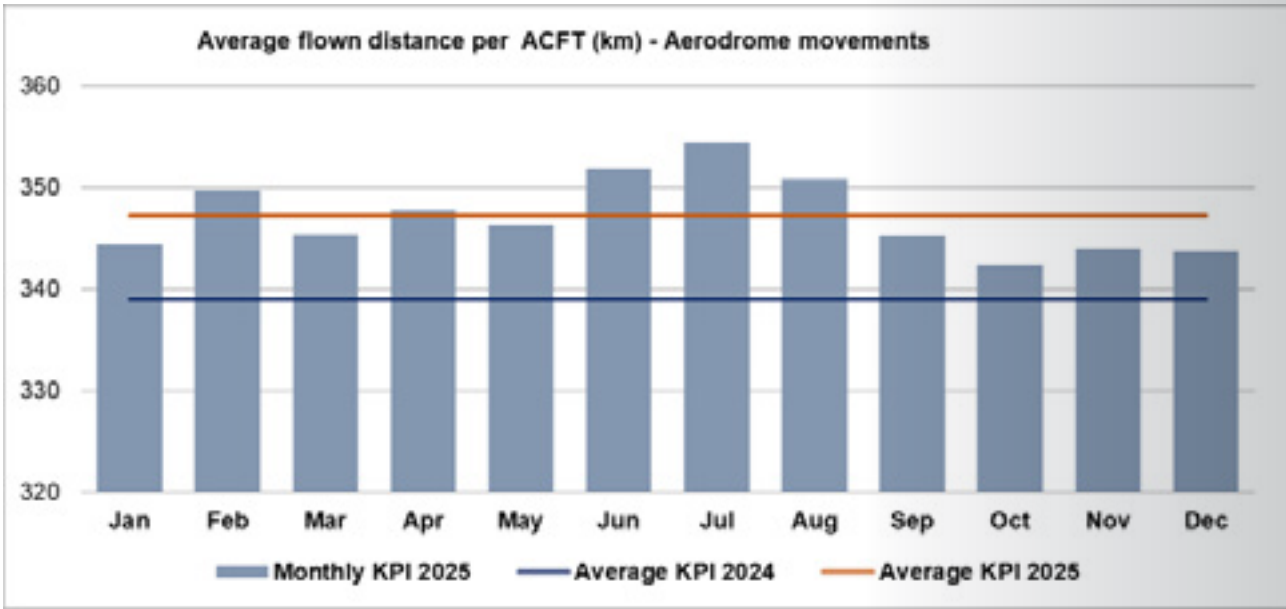


Picture 5.14 Average flown distance (ENR) – Yearly KPIs

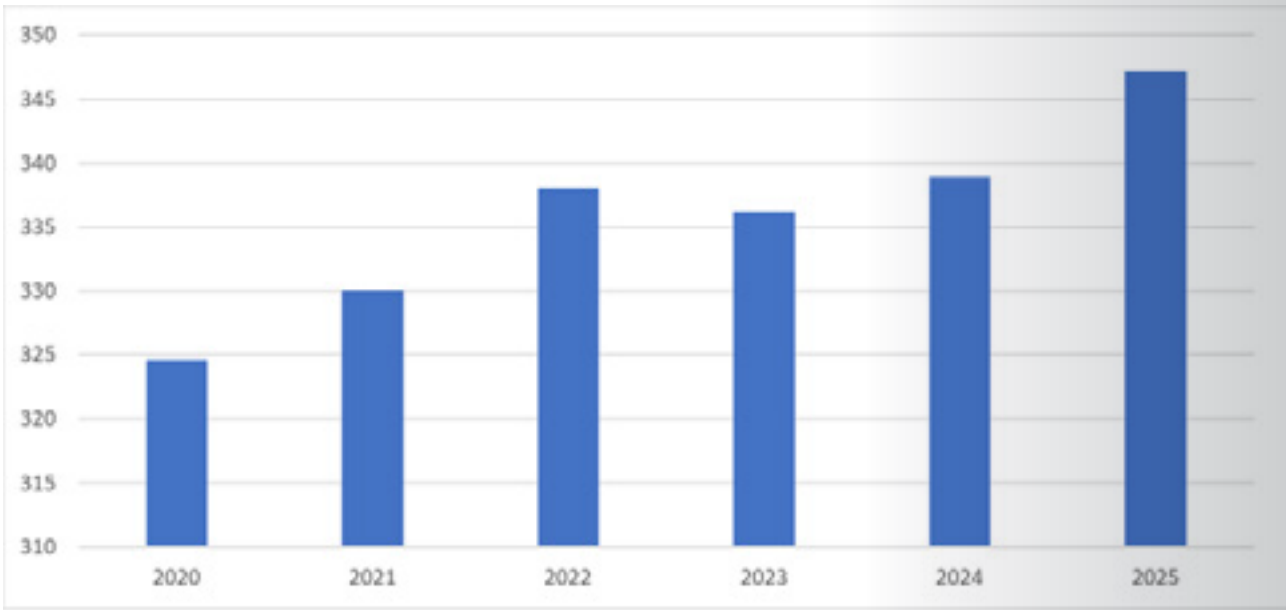
5.4.3 KPI - Average flown distance (AD)

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

KPI - Average flown distance (AD)-347 km/ACFT



Picture 5.15 Average flown distance (AD) – Monthly KPIs



Picture 5.16 Average flown distance (AD) – Yearly KPIs

5.5 KPI –Total IFR/hours

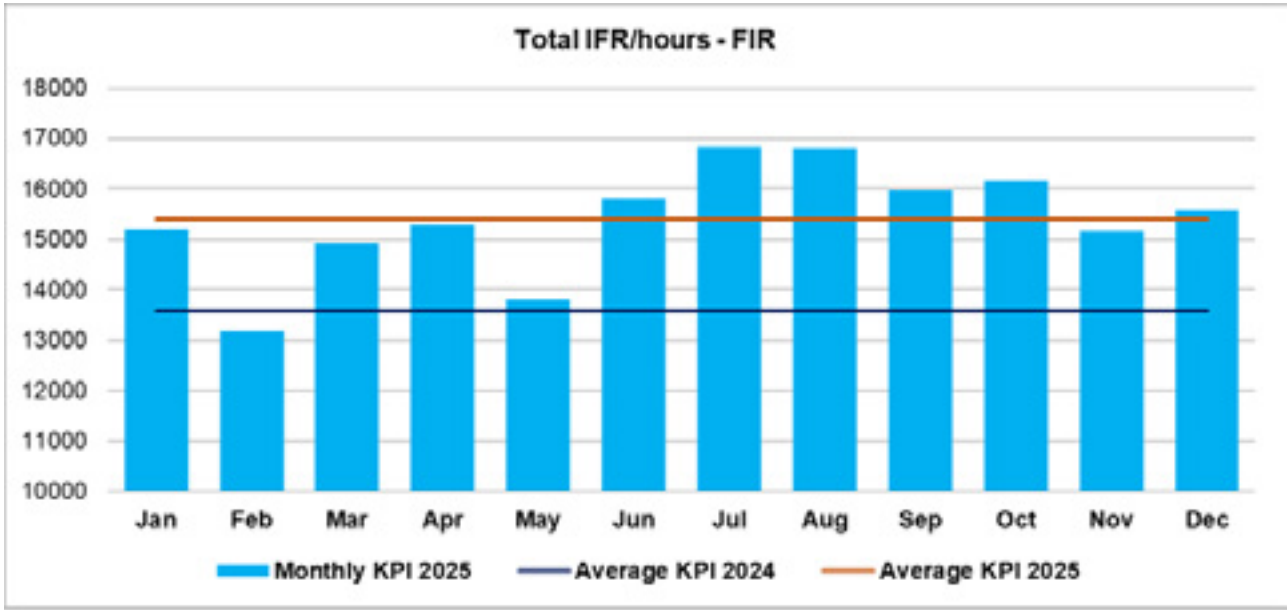
KPI- IFR/hours is the total flown IFR/hours. KPI is IFR/hours.

5.5.1 Total IFR/hours -FIR Baku

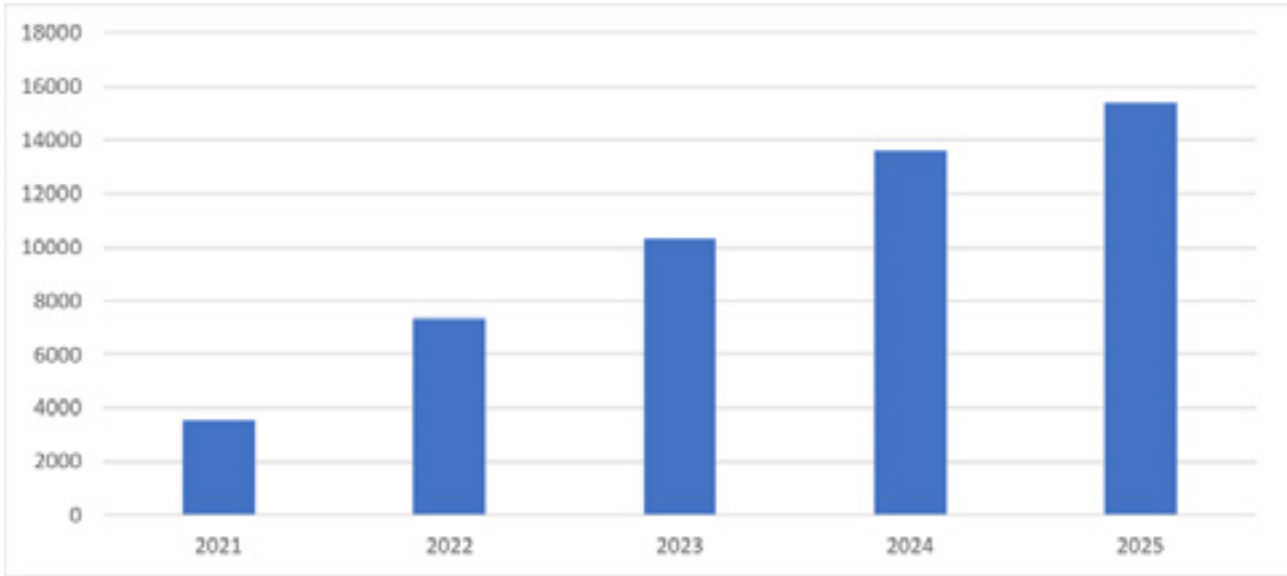
All the traffic data of Baku FIR (overflight and aerodrome movements) is used for the calculation of KPI - IFR/hours (FIR).

KPI - Total IFR/hours (FIR)- 184 730 IFR/hours

KPI - Total IFR/hours (FIR)- 15 394 IFR/hours (monthly average)



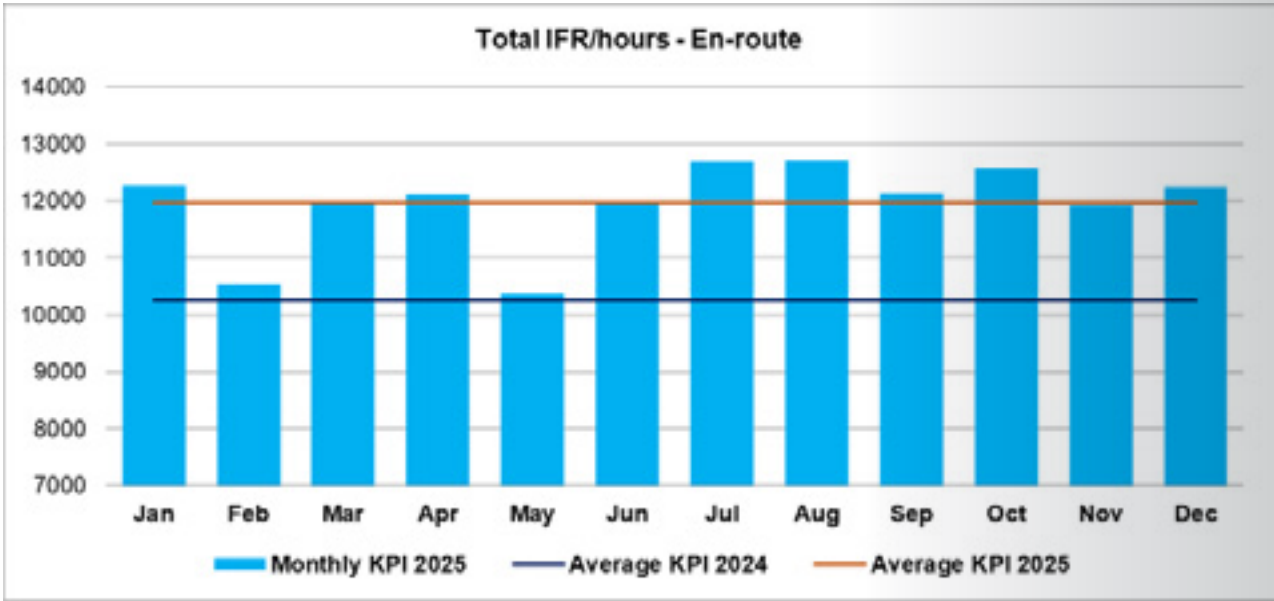
Picture 5.17 Total IFR/hours (FIR) –Monthly KPIs



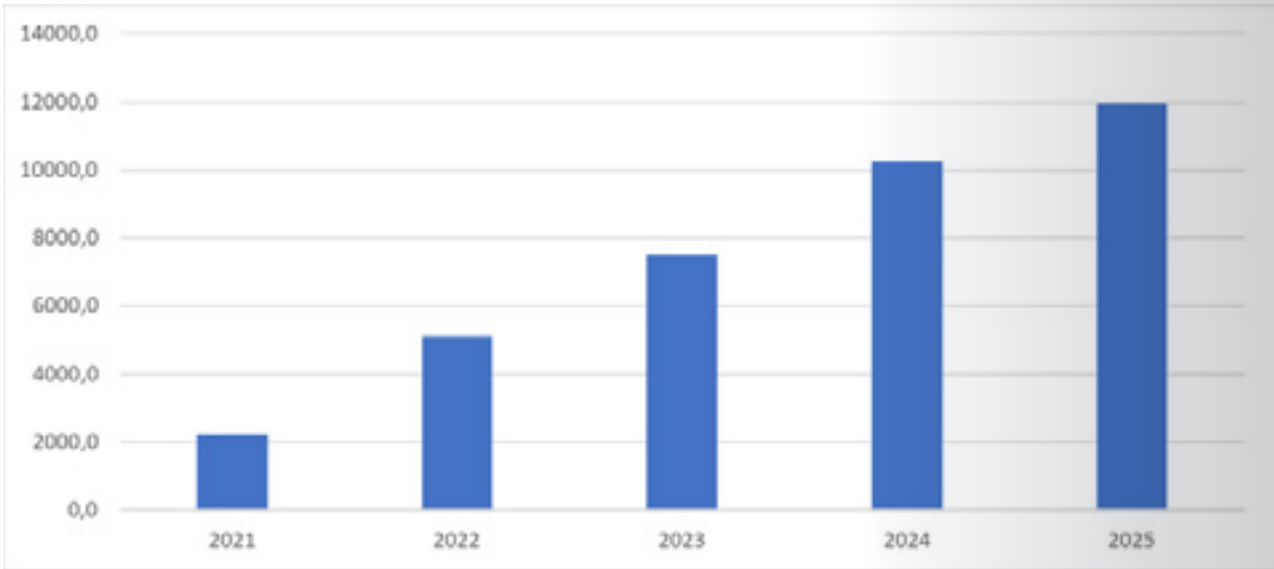
Picture 5.18 Total IFR/hours (FIR) –Yearly KPIs

5.5.2 Total IFR/hours -En route

Only overflight traffic data is used for the calculation of KPI - IFR/hours (FIR).
KPI - Total IFR/hours (ENR)- 143 594 IFR/hours
KPI - Total IFR/hours (ENR)- 11966 IFR/hours (monthly average)



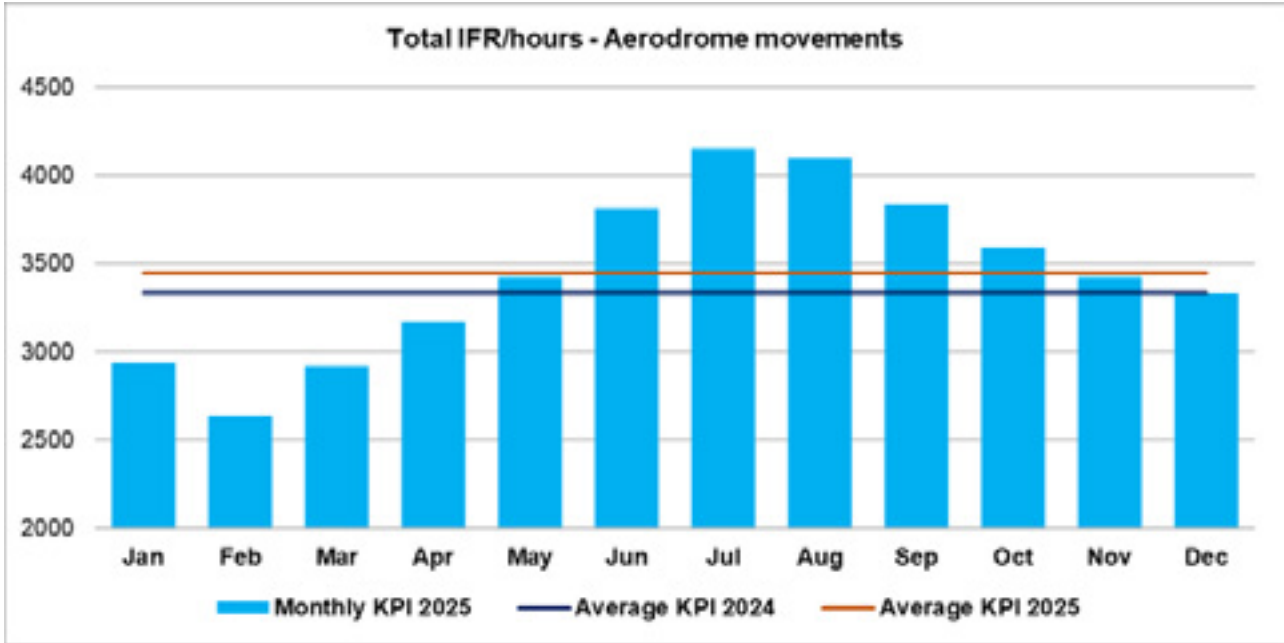
Picture 5.19 Total IFR/hours (ENR) –Monthly KPIs



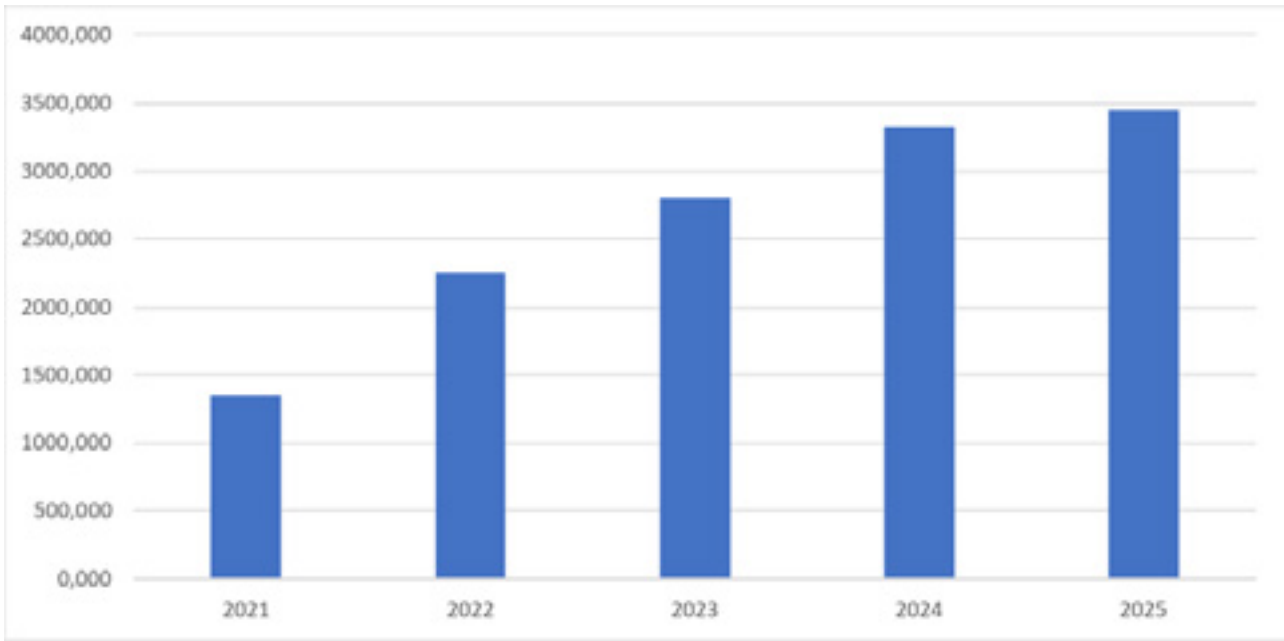
Picture 5.20 Total IFR/hours (ENR) –Yearly KPIs

5.5.3 Total IFR/hours –Aerodrome movements

Only aerodrome movements data is used for the calculation of KPI - IFR/hours (FIR).
KPI - Total IFR/hours (AD)- 41 317 IFR/hours
KPI - Total IFR/hours (AD)- 3 443 IFR/hours (monthly average)



Picture 5.21 Total IFR/hours (AD) –Monthly KPIs



Picture 5.22 Total IFR/hours (AD) –Yearly KPIs

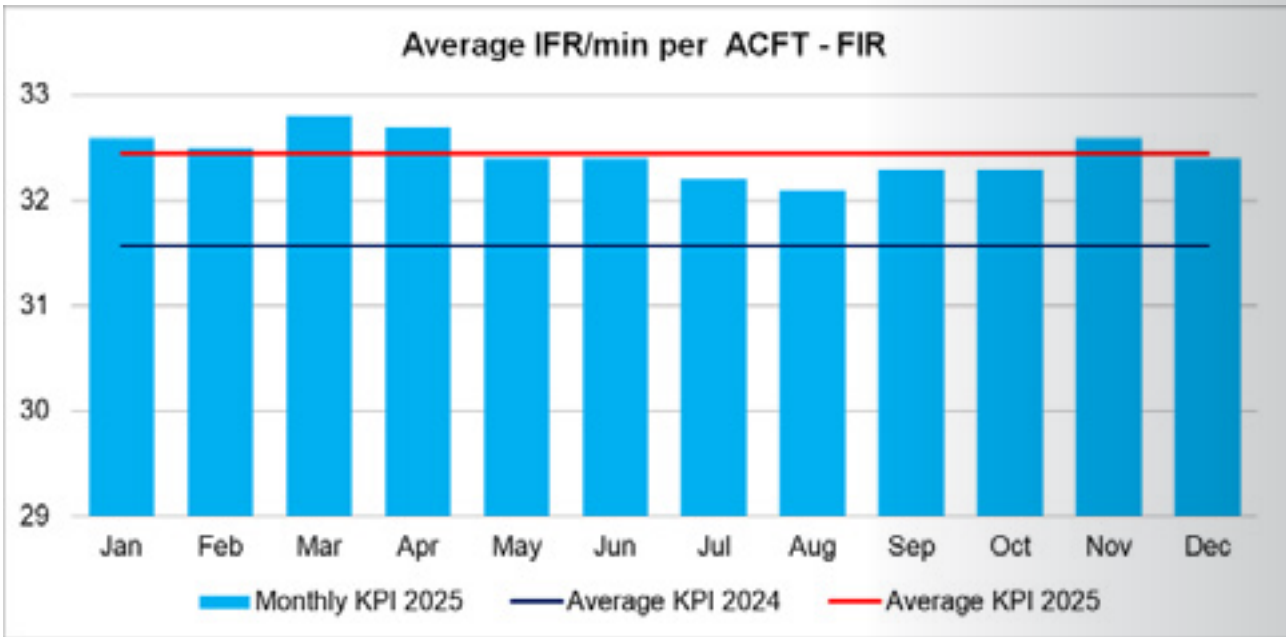
5.6 KPI – Average IFR/min per ACFT

KPI – Average IFR/min per ACFT

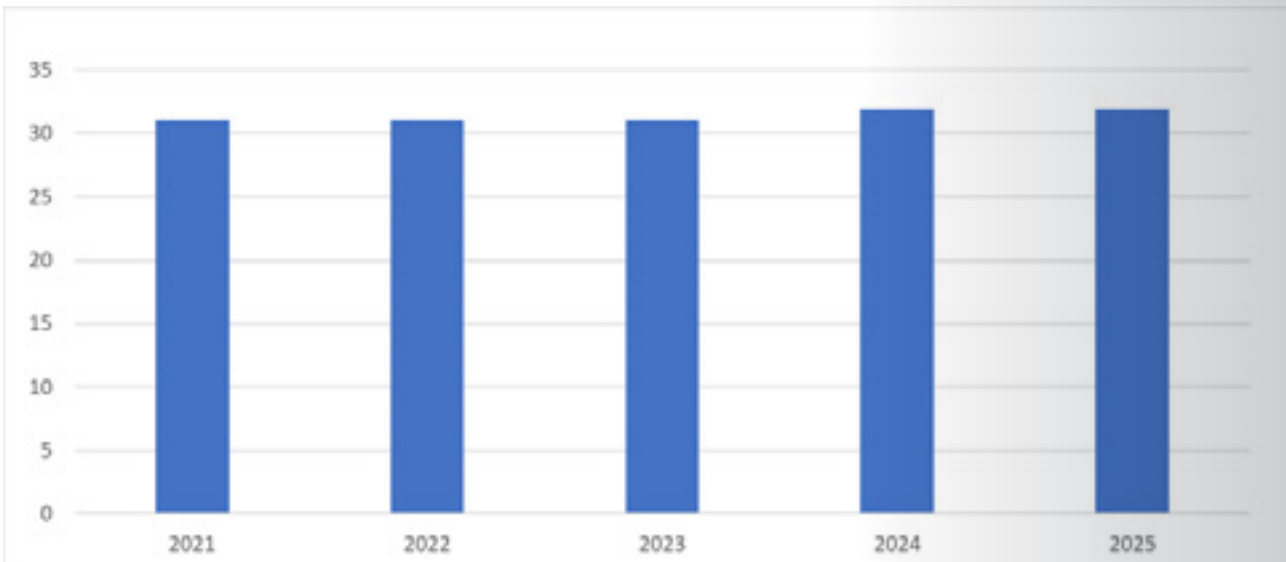
5.6.1 Average IFR/hours -FIR Baku

All the traffic data of Baku FIR (overflight and aerodrome movements) is used for the calculation of Traffic efficiency (FIR).

KPI- Average IFR/MIN per ACFT (FIR) – 32,4 min/ACFT



Picture 5.23 Average IFR/min per ACFT - FIR

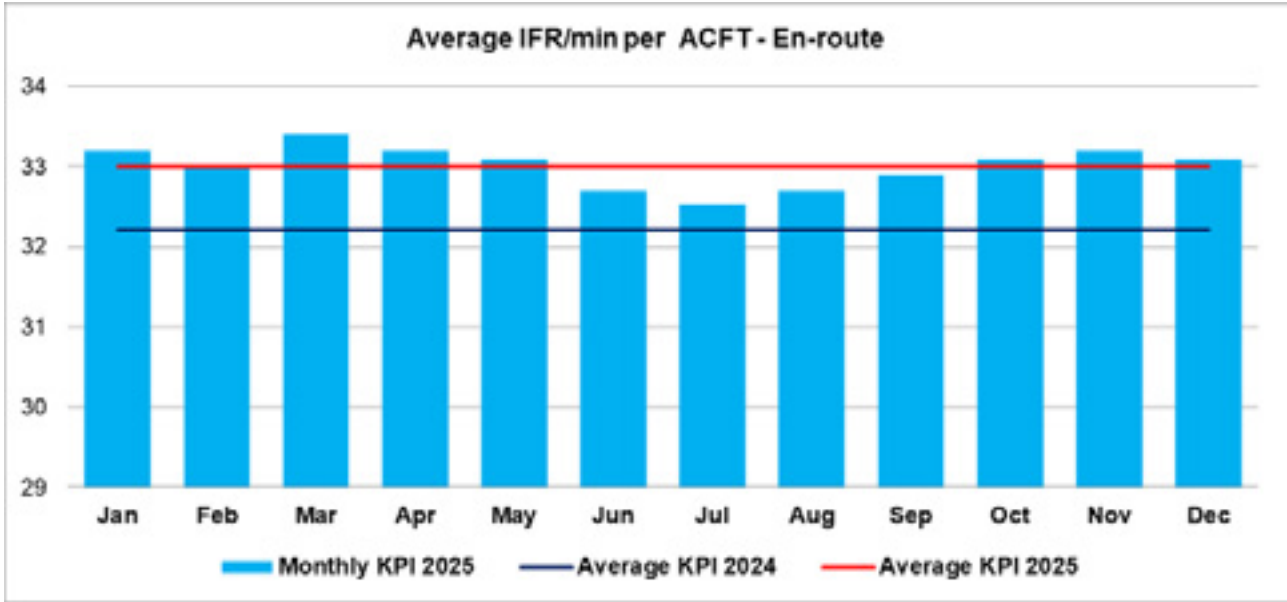


Picture 5.24 Average IFR/min per ACFT (FIR) –Yearly KPIs

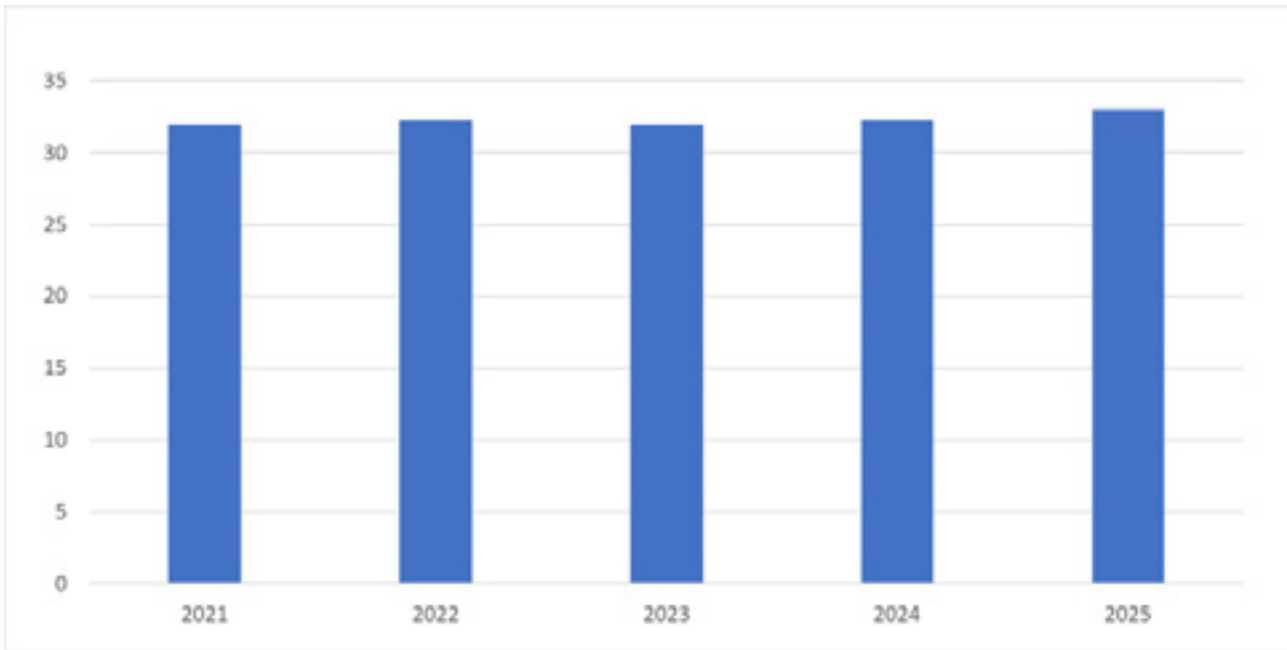
5.6.2 Average IFR/hours per ACFT- En route Baku

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

KPI- Average IFR/MIN per ACFT (FIR)-33 min/ACFT



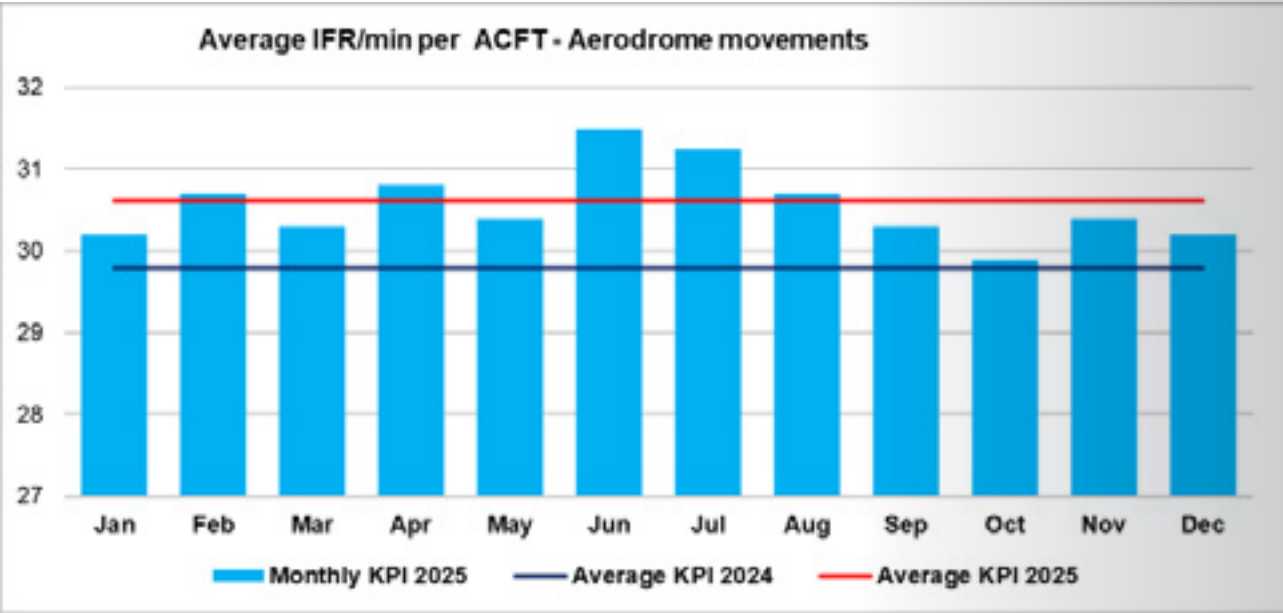
Picture 5.25 Average IFR/min per ACFT - ENR



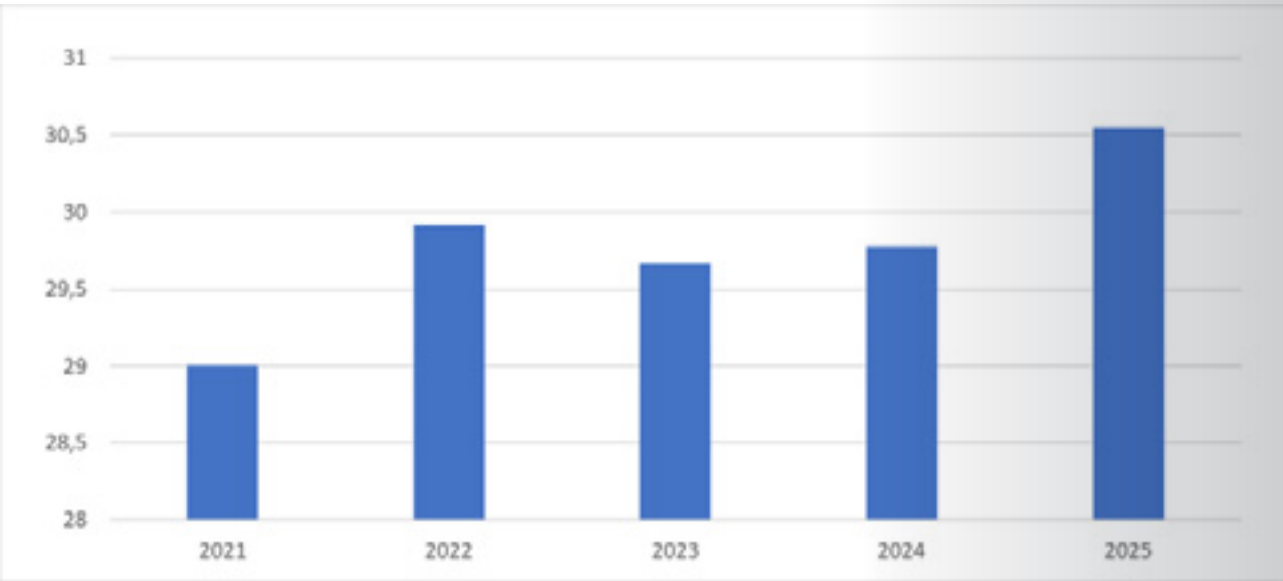
Picture 5.26 Average IFR/min per ACFT (ENR) –Yearly KPIs

5.6.3 Average IFR/hours per ACFT- En route Baku

Only aerodrome movements data is used for the calculation of KPI- Average IFR/hours per ACFT (AD).
KPI - Average flown distance (AD)- 30,6 km/ACFT



Picture 5.27 Average IFR/min per ACFT - AD



Picture 5.28 Average IFR/min per ACFT (AD) –Yearly KPIs

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 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 may improve productivity by utilizing flexible rostering and adapting airspace configuration to open and close sectors according to evolving traffic patterns.

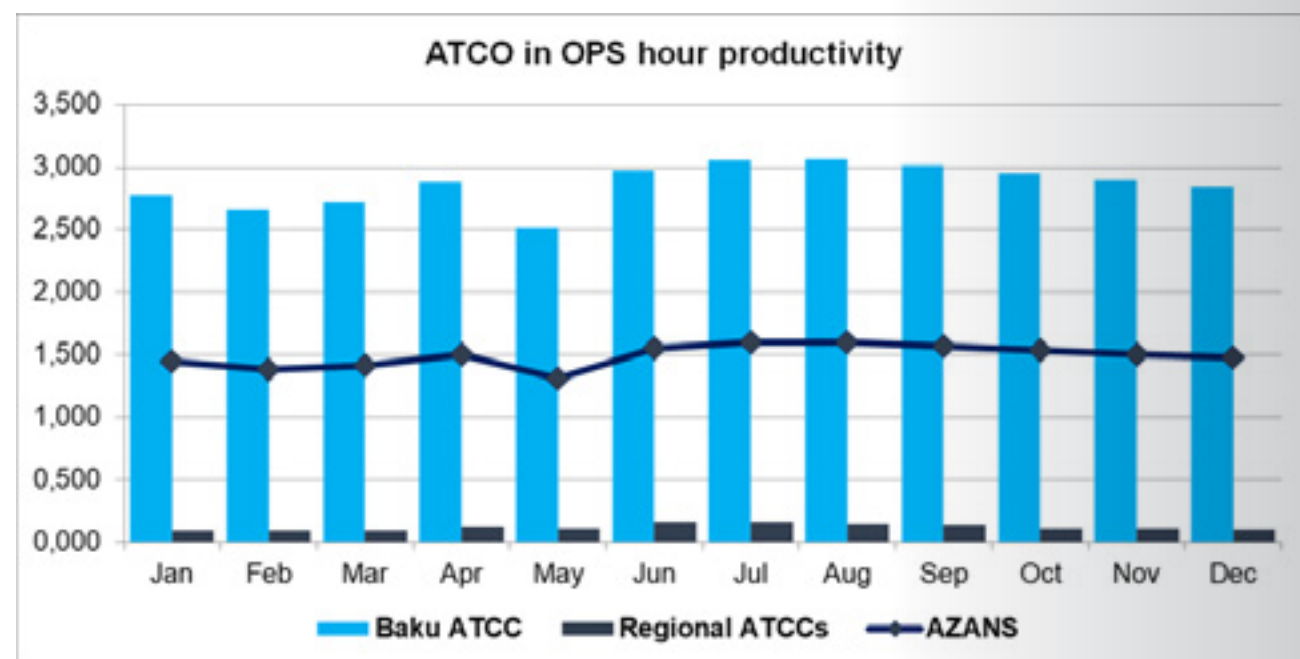
Furthermore, advances in technology are now focusing more than ever on reducing the workload of ATCOs in OPS to enable them to safely manage higher levels of traffic in a given volume of airspace. Training associated with the introduction of technology, however, can lead to short-term reductions in productivity.

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 altitudes.

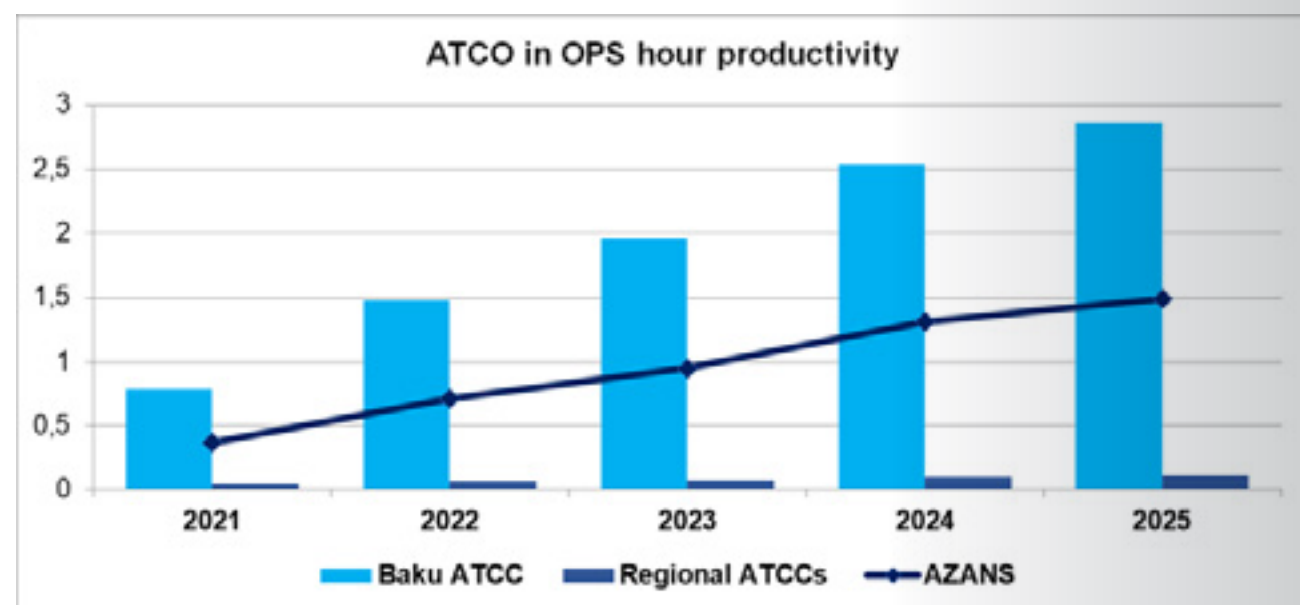
5.7.1 ATCO in OPS hour productivity (CANSO KPI 2B)

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)	1,490
ATCO in OPS hour productivity (Baku ATCC)	2,863
ATCO in OPS hour productivity (Regional ATCCs)	0,119



Picture 5.29 KPI ATCO in the OPS hour productivity



Picture 5.30 KPI ATCO in OPS hour productivity.
Comparative chart 2021-2025

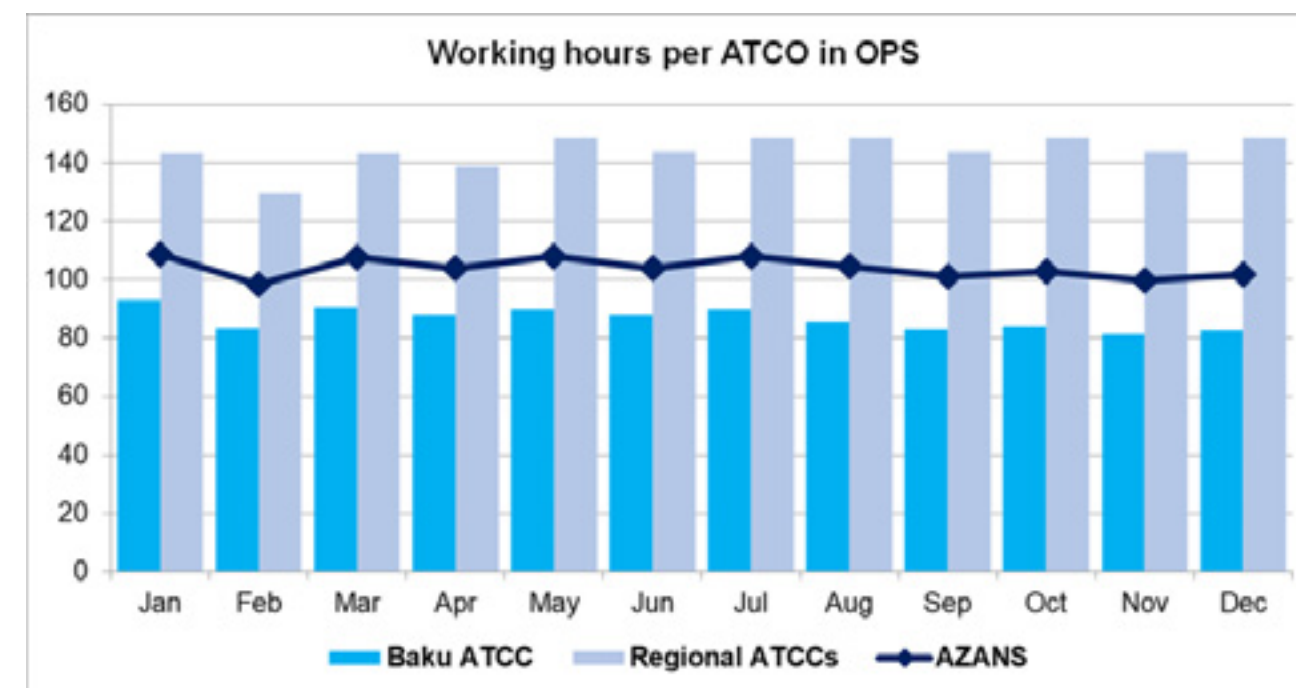
5.7.2 Working hours per ATCO in OPS (CANSO KPI 3B)

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

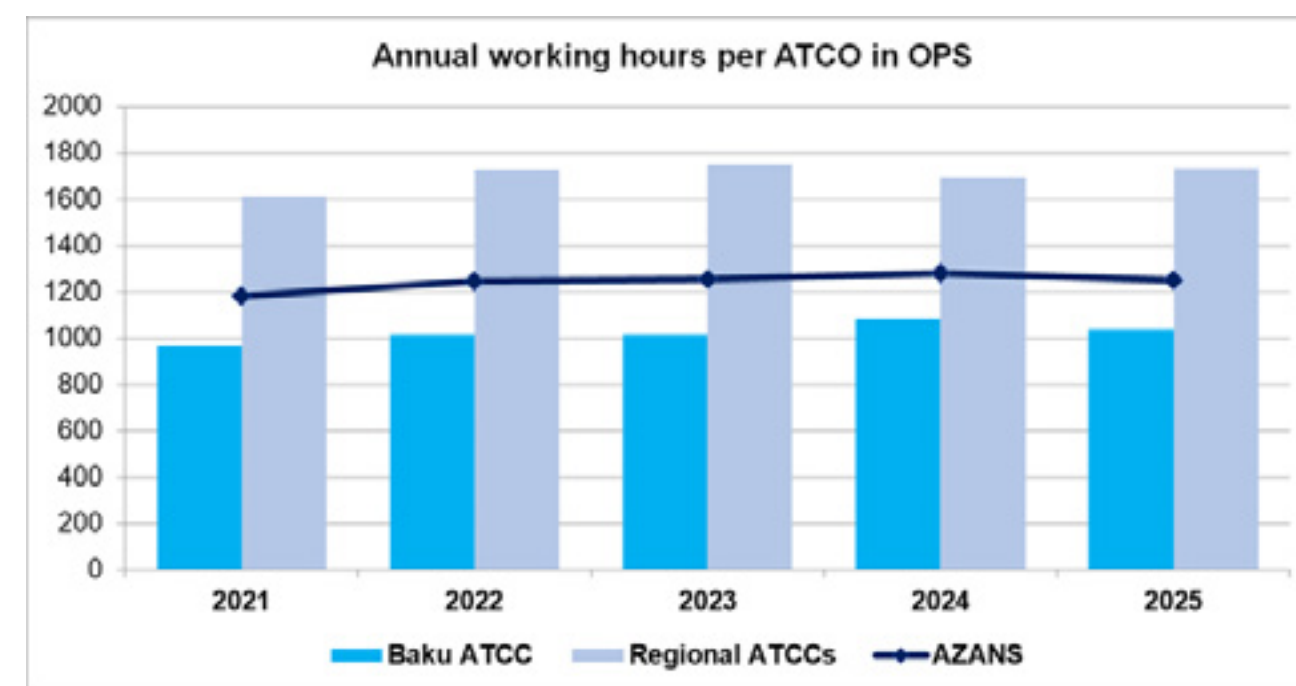
Annual working hours per ATCO in OPS (AZANS) 1250

Annual working hours per ATCO in OPS (Baku ATCC) 1039

Annual working hours per ATCO in OPS (Regional ATCCs) 1732



Picture 5.31 KPI monthly working hours per ATCO in OPS

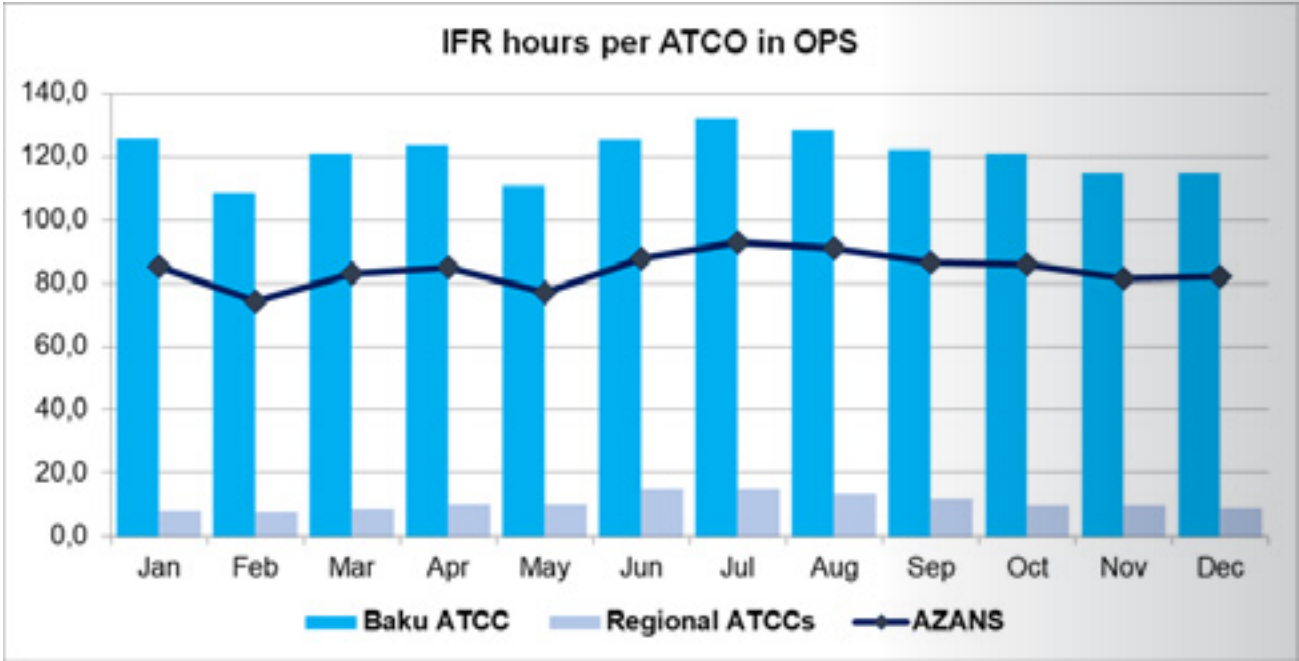


Picture 5.32 KPI Annual working hours per ATCO in OPS 2021-2025

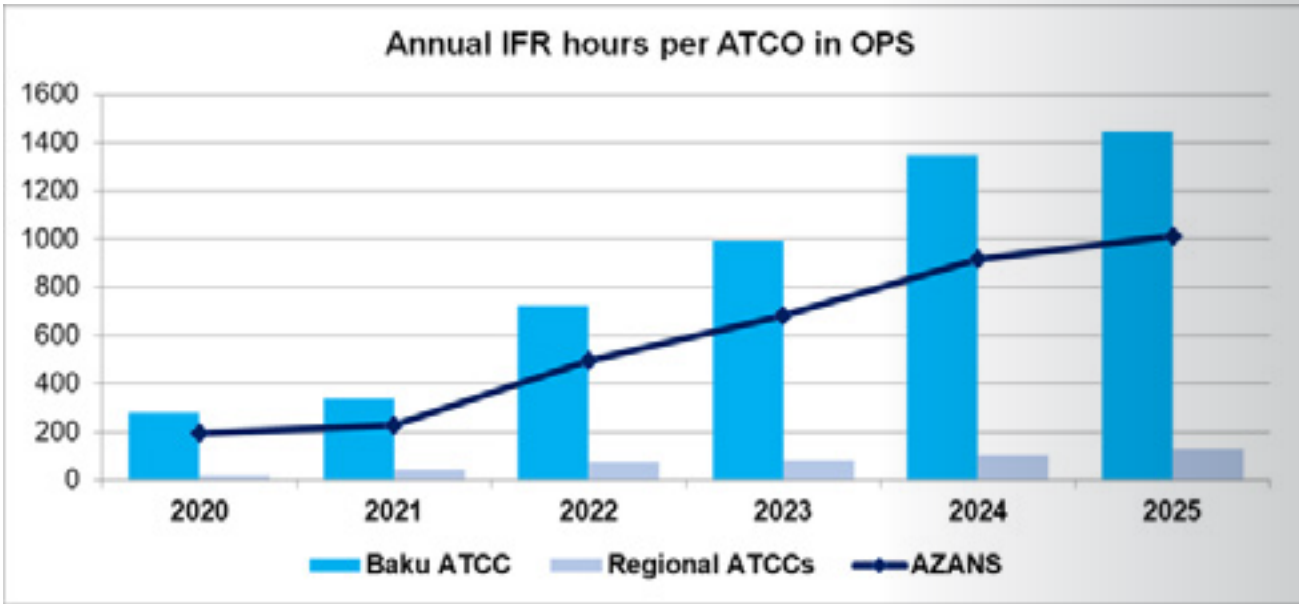
5.7.3 IFR hours per ATCO in OPS (CANSO KPI 3C)

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

Annually, IFR hours per ATCO in OPS (AZANS)	1012
Annually, IFR hours per ATCO in OPS (Baku ATCC)	1449
Annually, IFR hours per ATCO in OPS (Regional ATCCs)	129



Picture 5.33 KPI Monthly IFR hours per ATCO in OPS

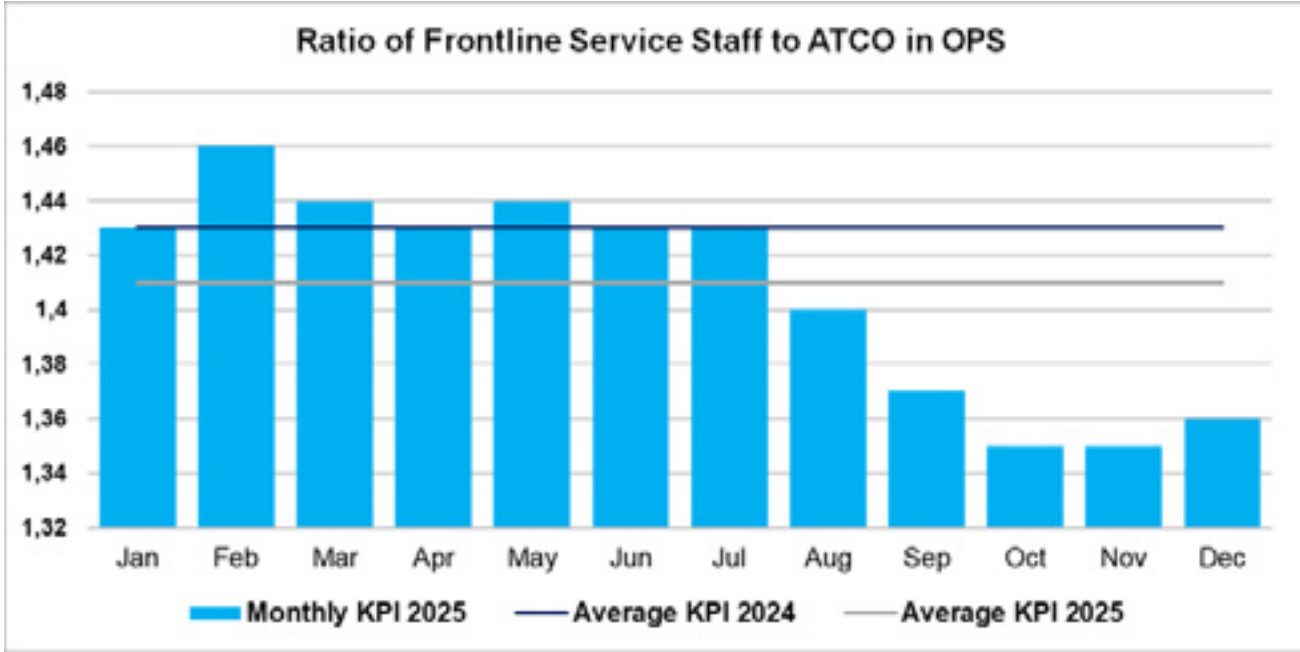


Picture 5.34 KPI Annual IFR hours per ATCO in OPS comparative chart 2020-2025

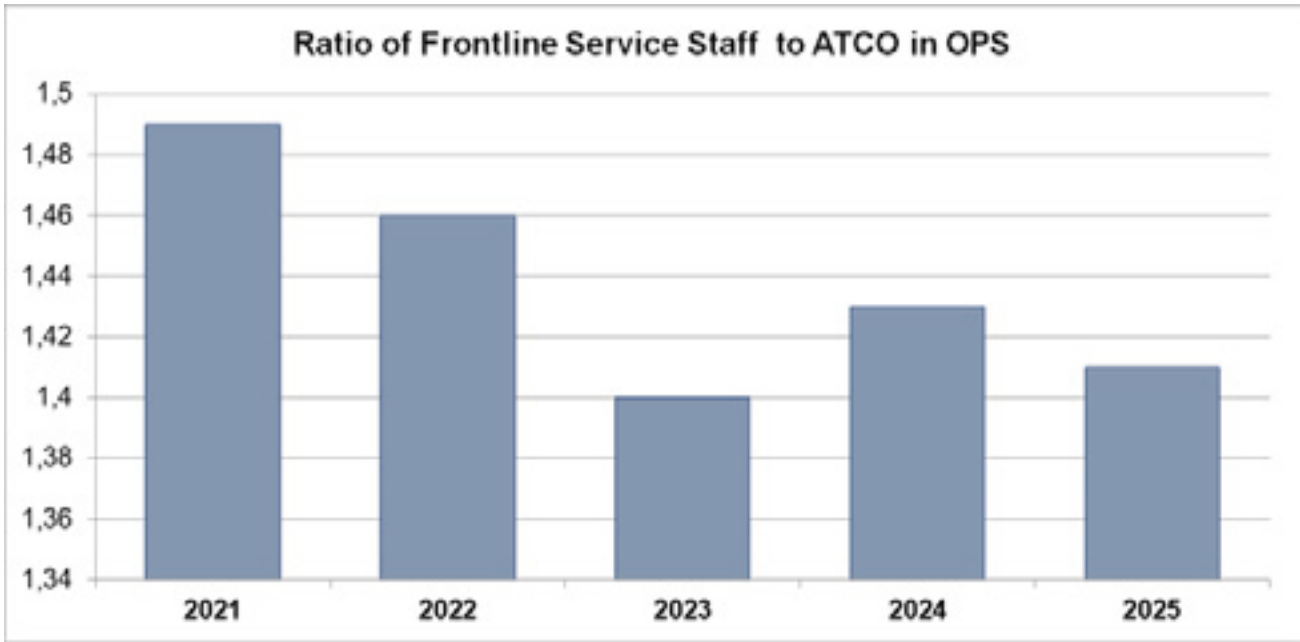
5.7.4 Ratio of Frontline Service Staff to ATCO in OPS (CANSO KPI 3D)

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-1.41



Picture 5.35 KPI Ratio of Frontline Service Staff to ATCO in OPS 2025



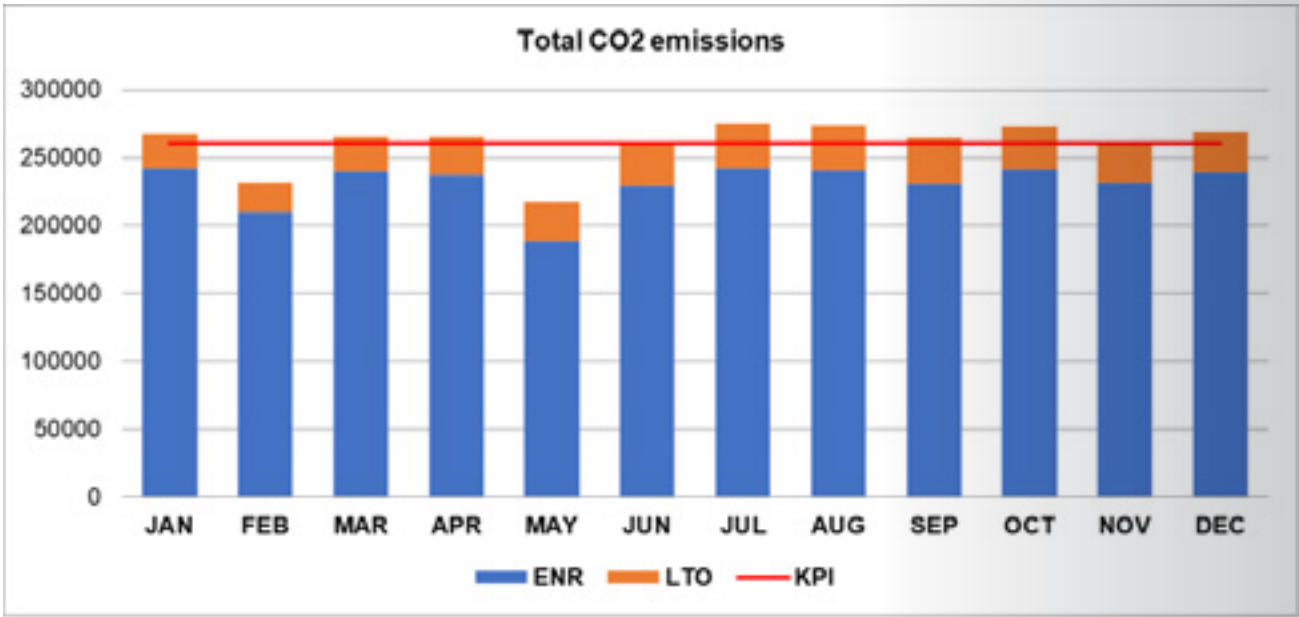
Picture 5.36 KPI Ratio of Frontline Service Staff to ATCO in OPS. Comparative chart 2021-2025

5.8 CO2 emissions

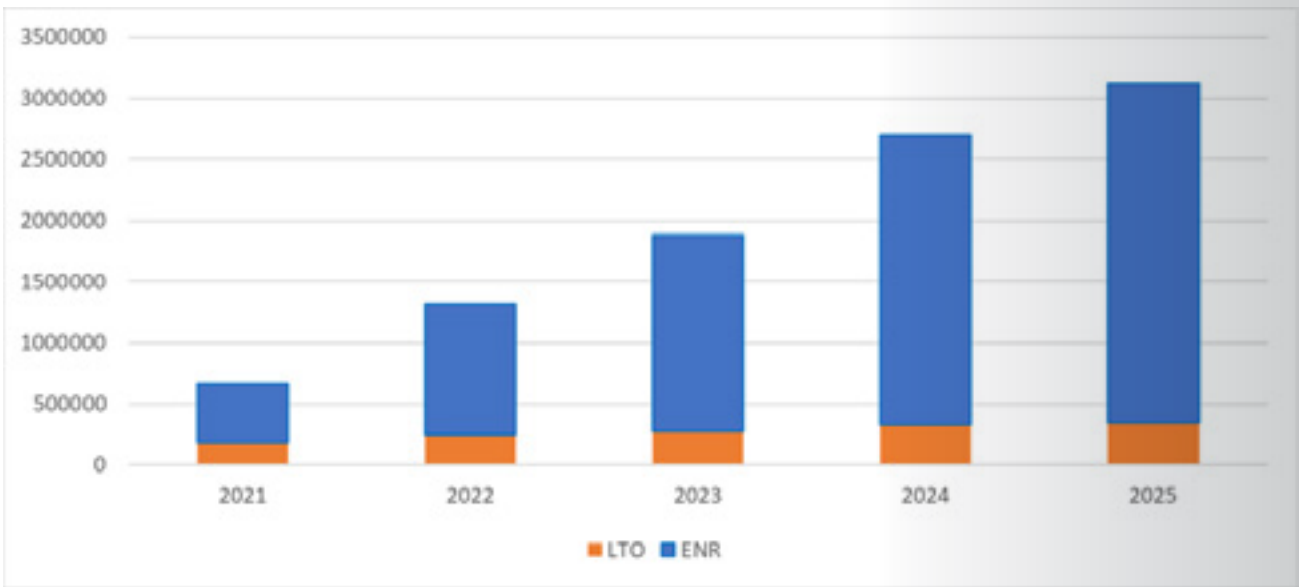
All the KPI's for CO2 emissions are calculated for FIR, En-route (ENR) and Landing-take-off Operations (LTO).

5.6.1 Total CO2 emissions

Total CO2 emissions (FIR)	3122 929 tons
Total CO2 emissions (ENR)	2 772 615 tons
Total CO2 emissions (LTO)	350 314 tons
KPI - Total CO2 emissions	260 244 tons (monthly average)



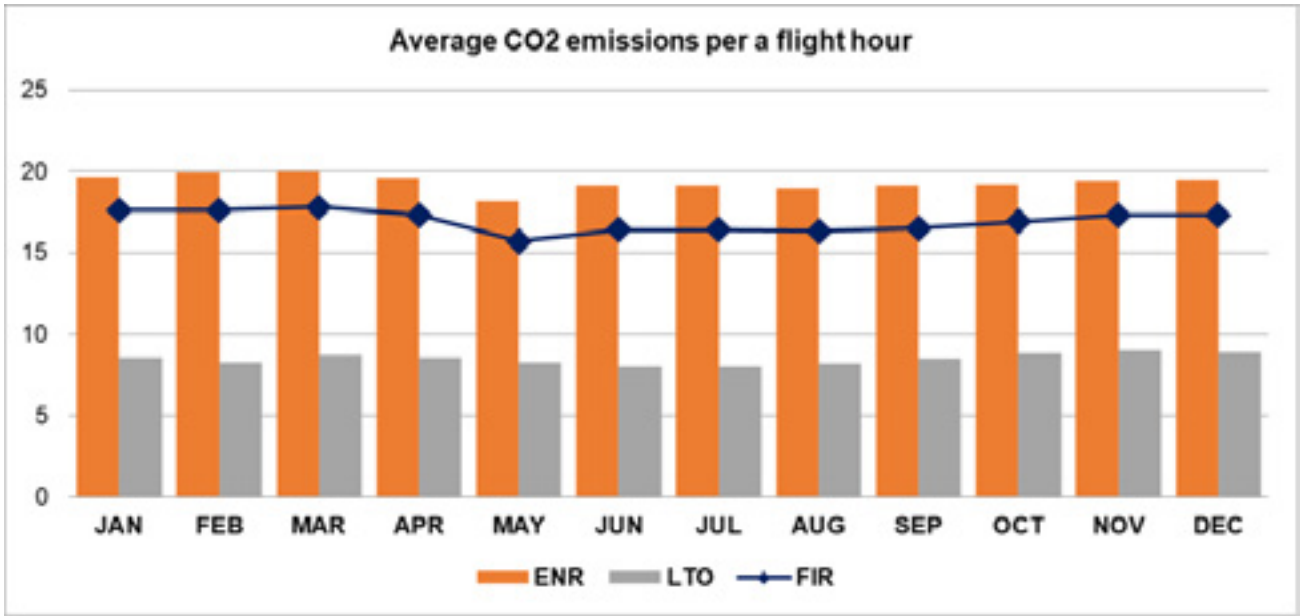
Picture 5.37 Total CO2 emissions



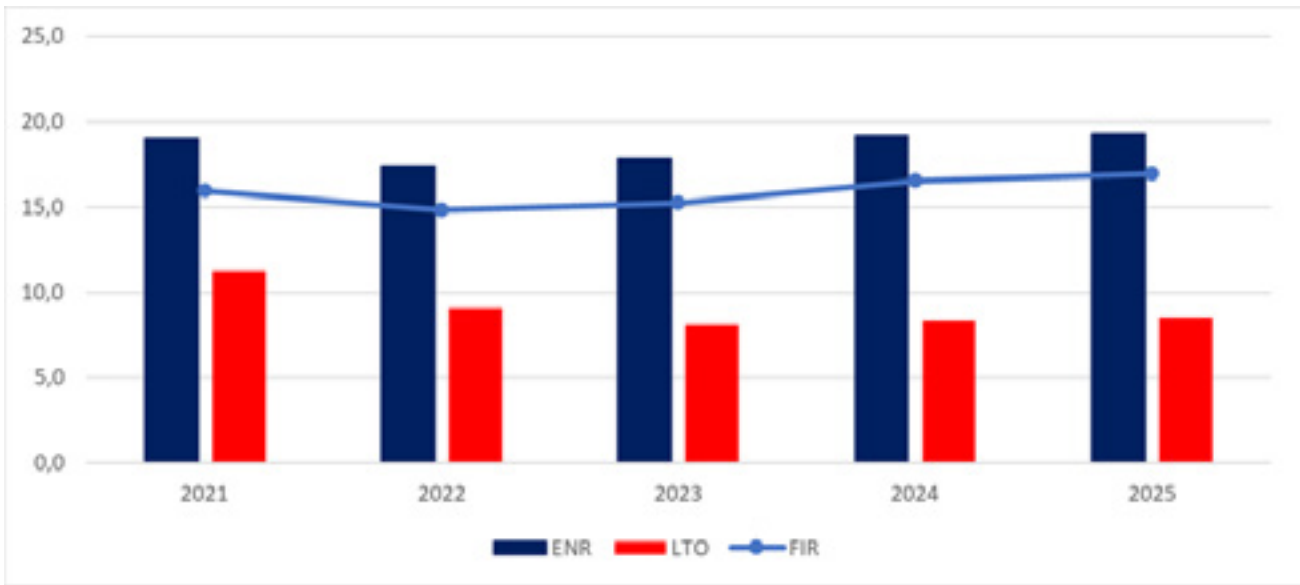
Picture 5.38 Total CO2 emissions. Comparative chart 2021-2025

5.8.1 CO2 emissions per flight hour

CO2 emissions per flight hour (FIR)	16.9 ton/hour
CO2 emissions per flight hour (ENR)	19.3 ton/hour
CO2 emissions per flight hour (LTO)	8.5 ton/hour



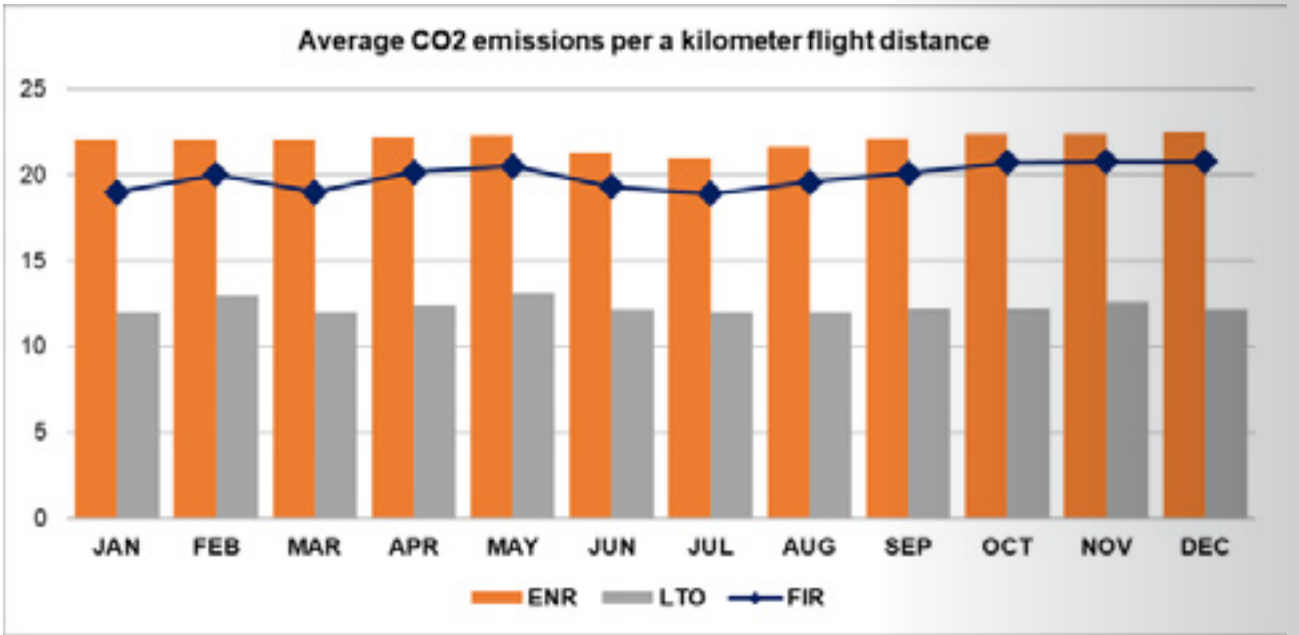
Picture 5.39 CO2 emissions per flight hour



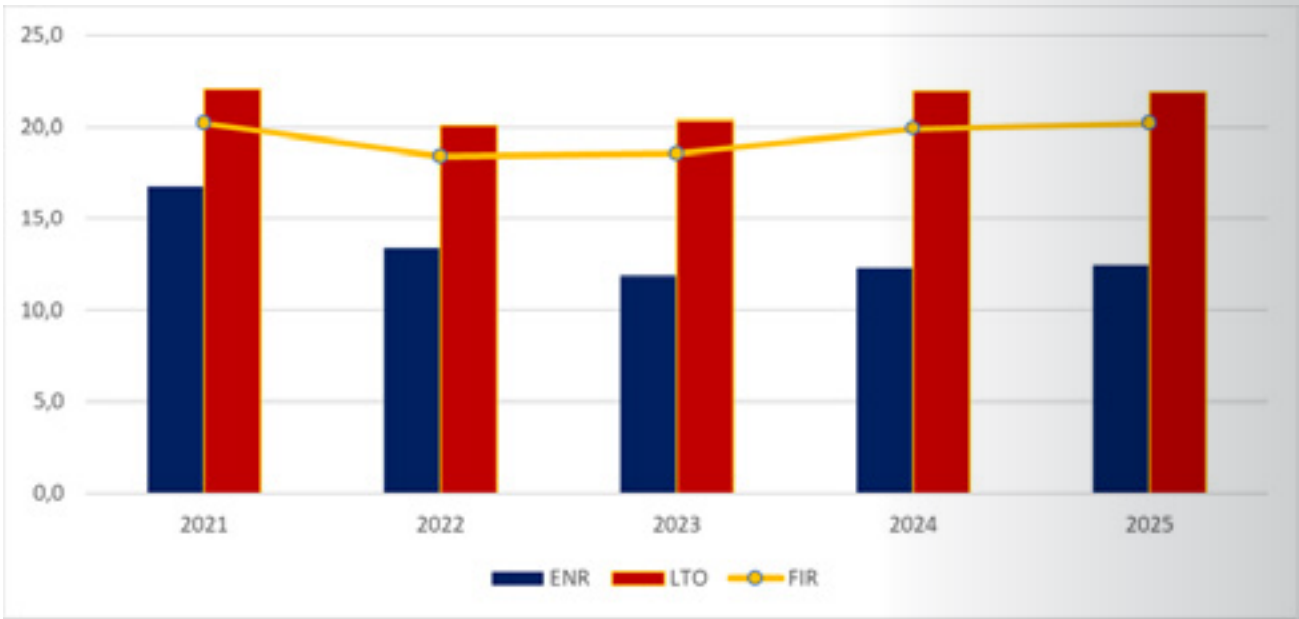
Picture 5.40 CO2 emissions per flight hour. Comparative chart 2021-2025

5.8.2 CO2 emissions per nautical mile flight distance

CO2 emissions per nautical mile flight distance (FIR)	20,2 kg/NM
CO2 emissions per nautical mile flight distance (ENR)	12,5 kg/NM
CO2 emissions per nautical mile flight distance (LTO)	21,9 kg/NM



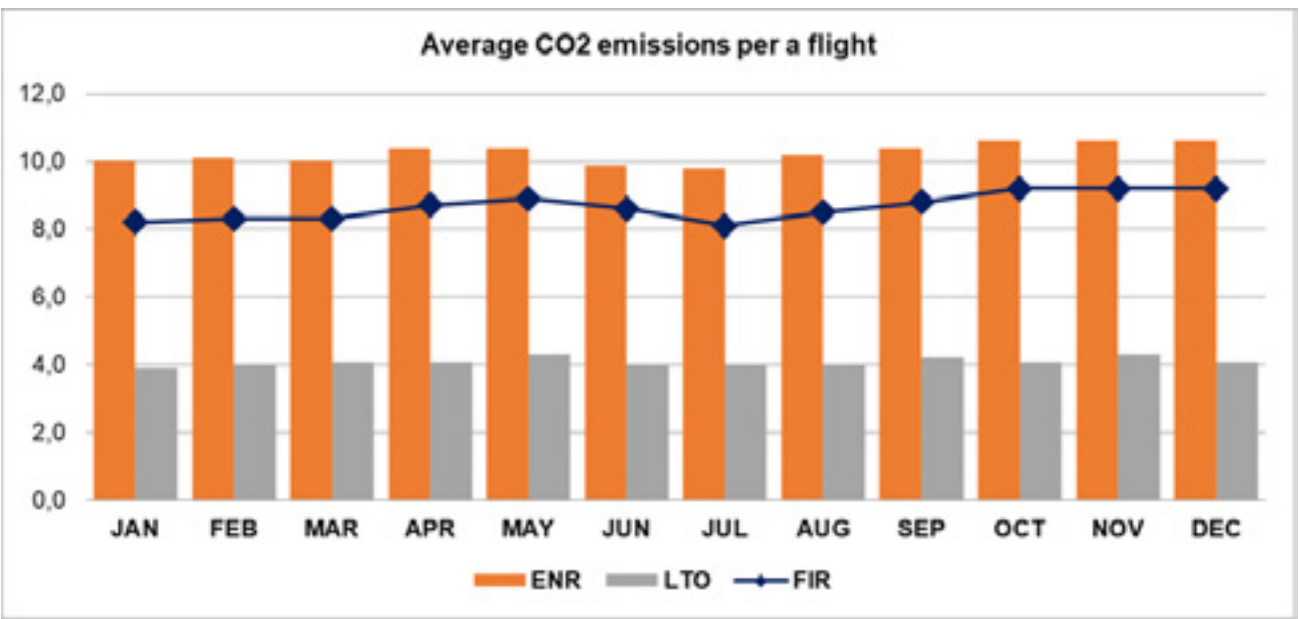
Picture 5.41 CO2 emissions per nautical mile flight distance



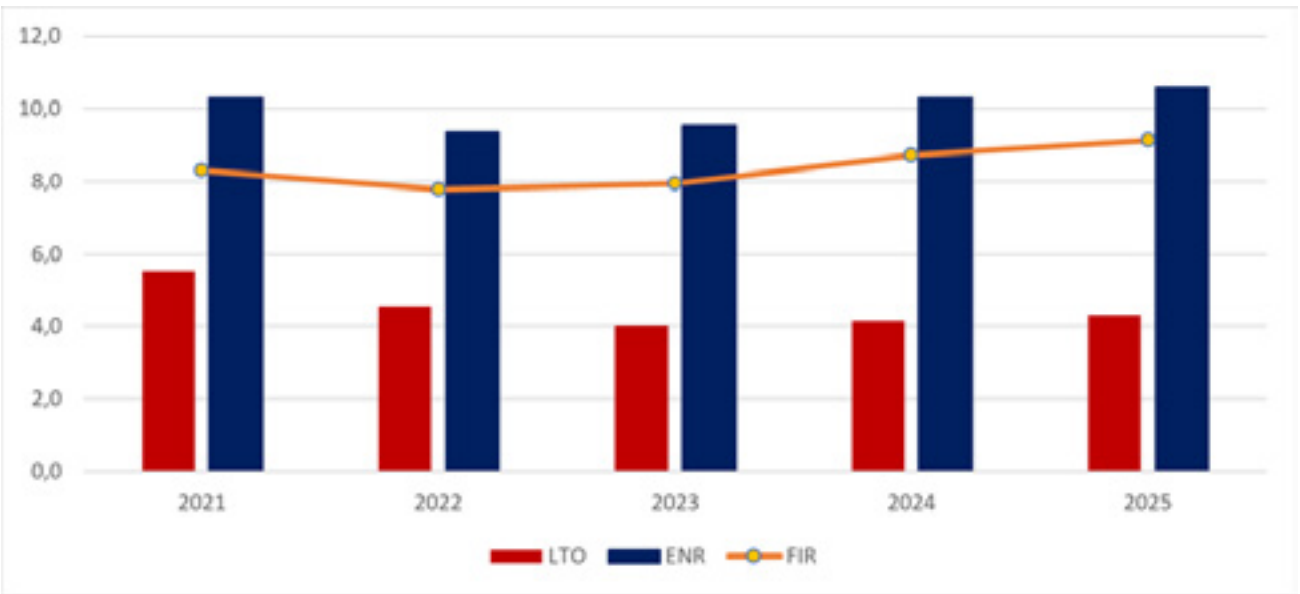
Picture 5.42 CO2 emissions per nautical mile flight distance. Comparative chart 2021-2025

5.8.3 CO2 emissions per flight

CO2 emissions per flight (FIR)	9.1 ton/flight
CO2 emissions per flight (ENR)	10.6 ton/flight
CO2 emissions per flight (LTO)	4,3 ton/flight



Picture 5.43 CO2 emissions per flight



Picture 5.44 CO2 emissions per flight. Comparative chart 2021-2025

5.9 KPI-CNS

5.9.1 ATC Automated System

KPI-“ATC System Reliability” is calculated by the formula: the value of “total hours of ATC system operation without failure” is divided by the value of “total number of hours” and is multiplied by 100%.

KPI “ATC Systems reliability”-95,3% (target indicator is 100%)

5.9.2 Surveillance Systems

KPI-“Surveillance systems Reliability” is calculated by the formula: the value of “total hours of SUR systems operation without failure” is divided by the value of “total number of hours” and is multiplied by 100%.

KPI “SUR System reliability”-98,3% (target indicator is 100%)

5.9.3 Communication Systems

KPI-“COM systems Reliability” is calculated by the formula” the value of 'total hours of COM systems operation without failure' is divided by the value of 'total number of hours' and is multiplied by 100%.

KPI- “COM systems Reliability”-100% (target indicator is 100%)

5.9.4 Navigation

KPI-“NAV systems Reliability” is calculated by the formula: the value of “total hours of NAV systems operation without failure” is divided by the value of “total number of hours” and is multiplied by 100%.

KPI- “NAV systems Reliability”-100% (target indicator is 100%)

5.10 Aeronautical Information Service

5.10.1 KPI “Timeliness of preparation, issue and publication of aeronautical information”

KPI- “Timeliness of preparation, issue and publication of aeronautical information” is calculated by the formula: 100% minus (the value of “the number of NOTAM. AIP amendments and other aeronautical information prepared, issued and published with delay” is divided by the value of “total number of NOTAMs, AIP amendments and other aeronautical information prepared, issued and published” and is multiplied by 100%.

KPI “Timeliness of preparation, issue and publication of aeronautical information”- 99,6% (target indicator is 100%)

5.10.2 KPI “accuracy and integrity of aeronautical information provided”

KPI “accuracy and integrity of aeronautical information provided” is calculated by the formula: 100% minus (the value of “the number of NOTAMs, AIP amendments and other aeronautical information prepared, issued and published with errors and omissions” is divided by the value of “total number of NOTAMs, AIP amendments and other aeronautical information prepared, issued and published” and is multiplied by 100%)

KPI “accuracy and integrity of aeronautical information provided-100% (target indicator is 100%).

5.10.3 KPI Timeliness of aeronautical calculations performed

KPI “Timeliness of aeronautical calculations performed” is calculated by the formula: 100% minus (the value of “aeronautical calculations performed and published with delay” is divided by the value of “total number of aeronautical calculations performed” and is multiplied by 100%). KPI-Timeliness of aeronautical calculations performed- 100% (target indicator is 100%)

5.11. KPI Provision of Meteorological Services

5.11.1 KPI “Baku Heydar Aliyev Intl. airport Forecast (TAF) accuracy”

KPI “Aerodrome Forecast (TAF) accuracy for Baku/ Heydar Aliyev International Airport” is calculated by the formula: the value of “the average number of TAF elements forecasted accurately and verified” is divided by the value of “the average number of TAF elements forecasted and verified”, and is multiplied by 100%.

KPI “Baku Heydar Aliyev International Airport Forecast (TAF) accuracy”- 98,8% (target indicator according to ICAO is 80-90%)



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