

Air Traffic Statistics Report

March

2022

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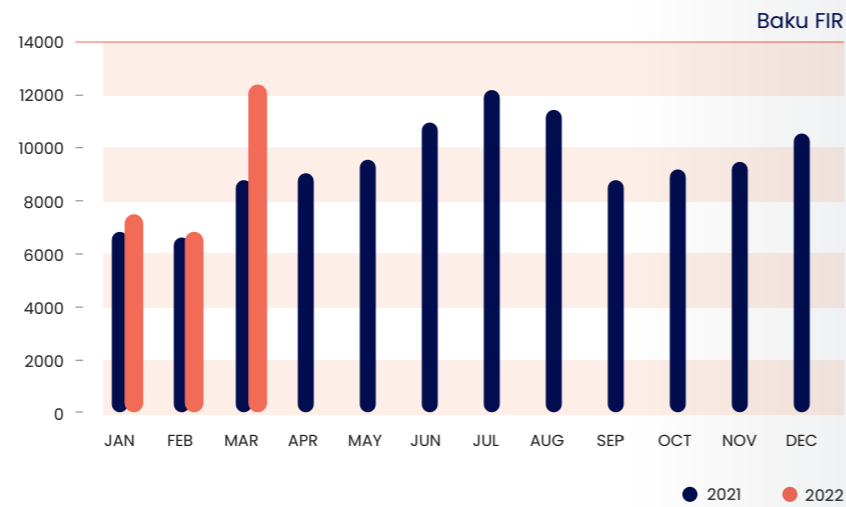
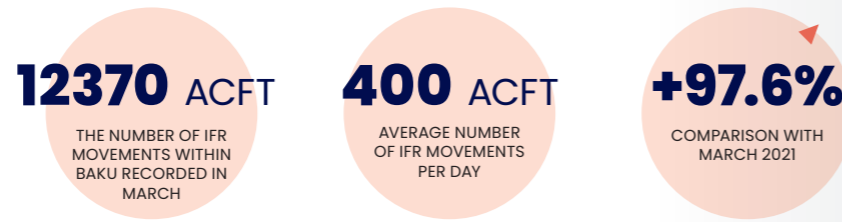
1. Baku FIR Air Traffic Statistics Data (IFR movements)

1.1 General Air Traffic Statistics Data

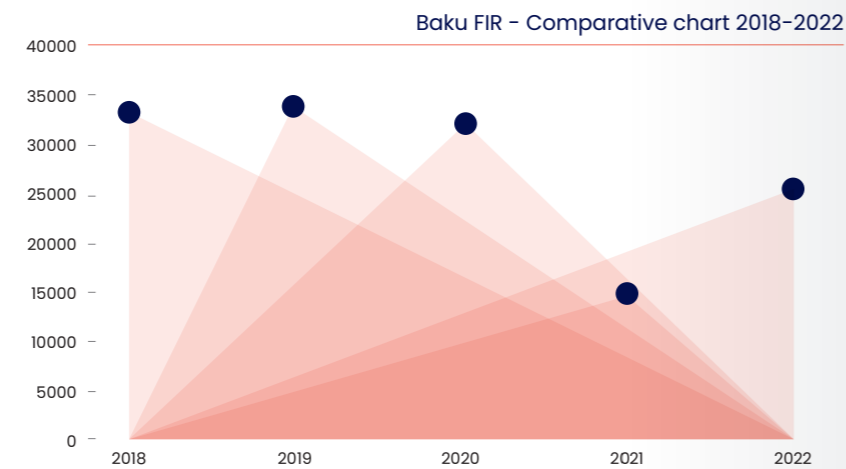
The number of IFR movements within Baku FIR recorded in March is 12370 ACFT.

Average number of IFR movements per day is 400 ACFT (Peak day, March 04, 2022 – 451 ACFT; low day, March 14, 2022 – 344 ACFT).

Comparison with March 2021 – +97.6%.

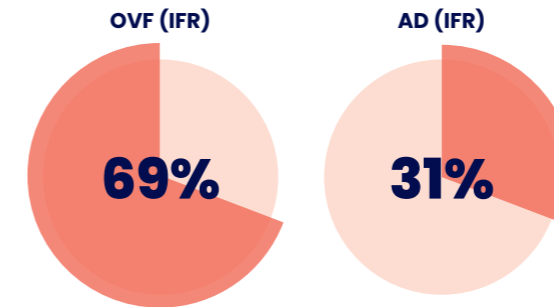


The number of IFR movements within Baku FIR recorded for three months 2022 is **26429** ACFT. Average number of IFR movements per day is **294** ACFT. Comparison with the same period of 2021 – **+66.2%**.



1.2 Traffic Segments

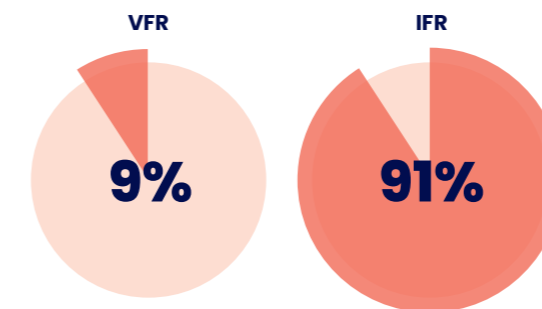
1.2.1 The number of IFR movements within Baku FIR recorded in March is **12370** ACFT, where **8559** ACFT are overflight traffic and **3811** ACFT are aerodrome movements.



1.2.2 Total number of movements within Baku FIR recorded in March is **13586** ACFT, where **12370** ACFT are IFR movements and **1216** ACFT are VFR movements.

Average number of movements per day is **439** ACFT.

Comparison with March 2021 – **+92.7%**.



1.3 Capacity vs traffic demand

Highest traffic recorded **99 ACFT** (March 20 and 21, 2022 12:00-13:00)

Peak hour (March average data):	ACFT
12:00-13:00	27 ACFT
11:00-12:00	24 ACFT
00:00-01:00	23 ACFT
10:00-11:00	21 ACFT
01:00-02:00	20 ACFT

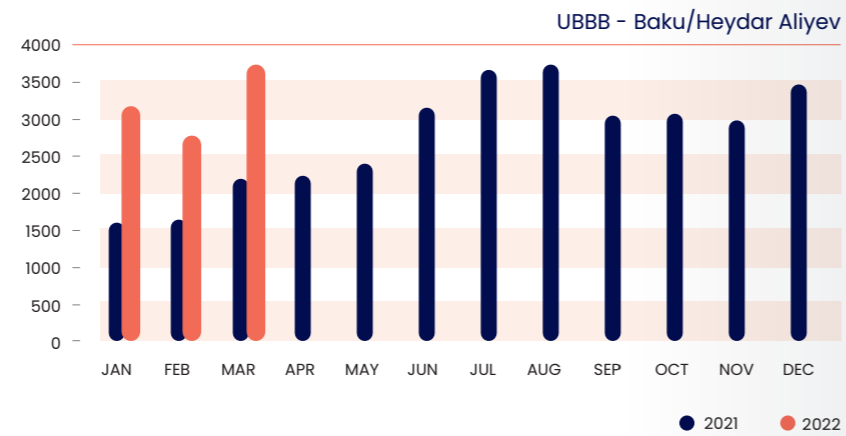
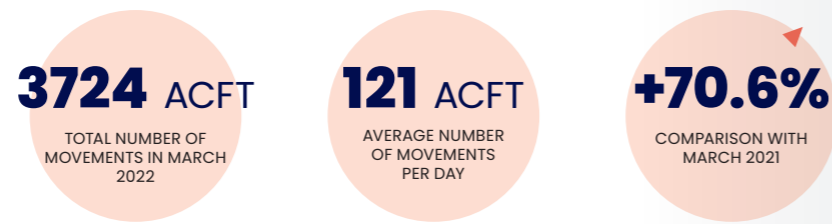
The following picture reflects the traffic demand by hour vs capacity of Baku FIR.



2. Aerodrome Movements Statistics Data

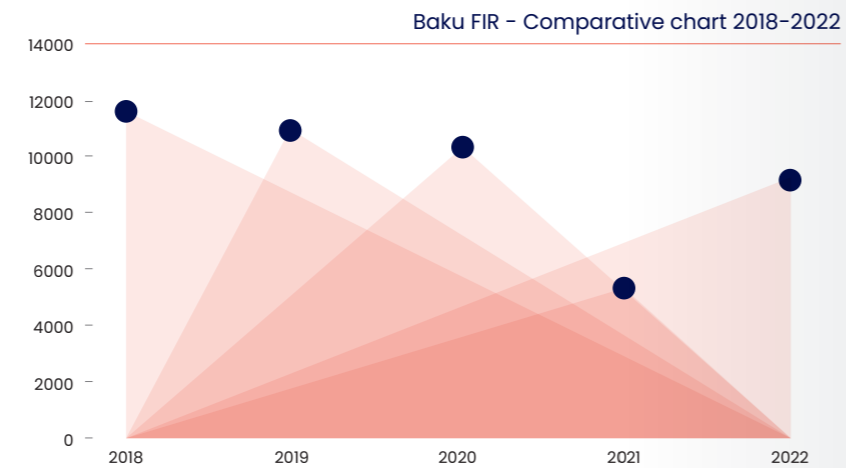
2.1 Heydar Aliyev International airport

2.1.1 Total number of movements at Baku/Heydar Intl' Aliyev airport recorded in March is 3724 ACFT. Average number of movements per day is 121 ACFT (Peak day, March 20 and 27, 2022 – 152 ACFT; low day, March 07, 2022 – 81 ACFT). Comparison with March 2021 – +70.6%.



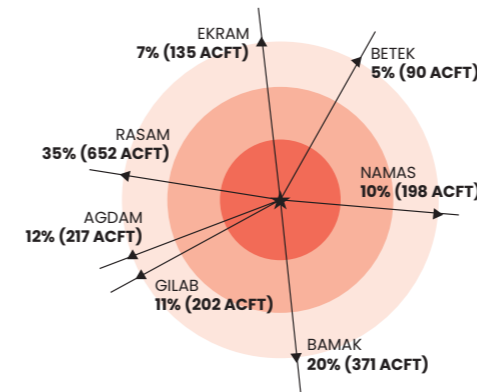
2.1.2 Comparative chart 2018 - 2022

The number of movements at Baku/Heydar Intl' Aliyev airport recorded for three months 2022 is 9610 ACFT. Average number of movements per day is 107 ACFT. Comparison with the same period of 2021 – +75.8%.



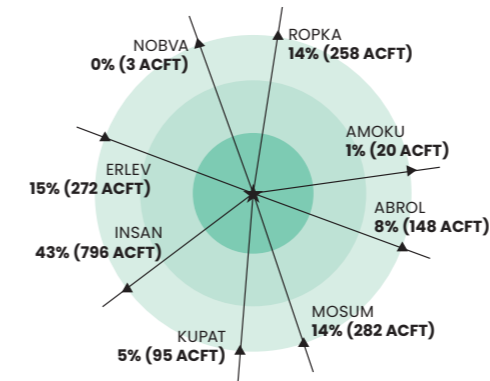
2.1.3 Air traffic flows – Load of SIDs.

Baku/Heydar Aliyev
Departure Flows

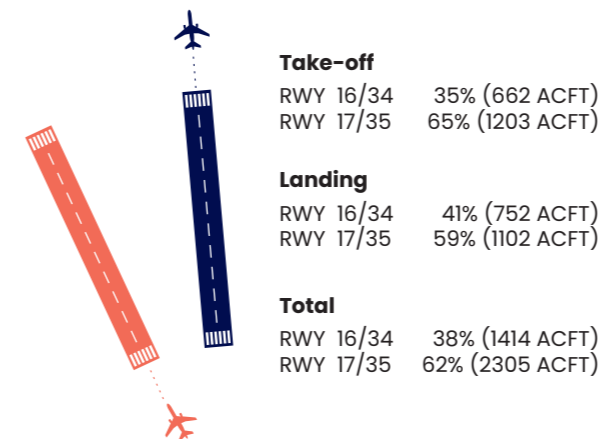


2.1.4 Air traffic flows – Load of STARs.

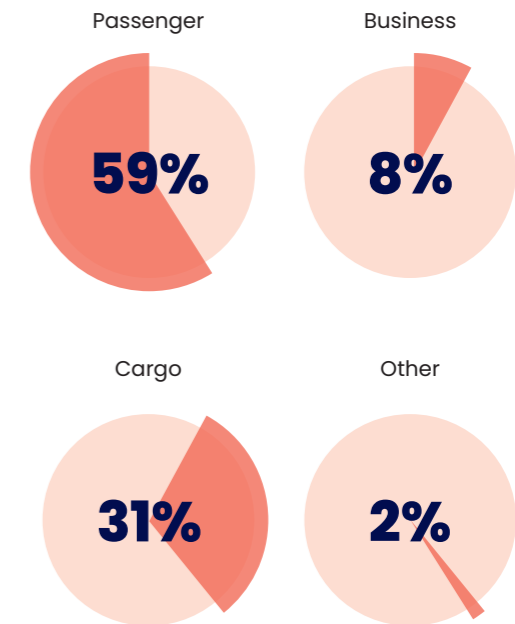
Baku/Heydar Aliyev
Arrival Flows



2.1.5 Use of RWY 16/34 and 17/35

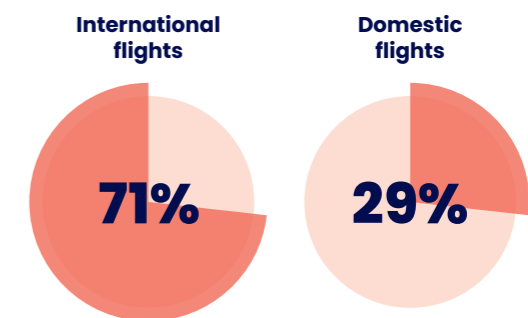


2.1.6 Types of flights

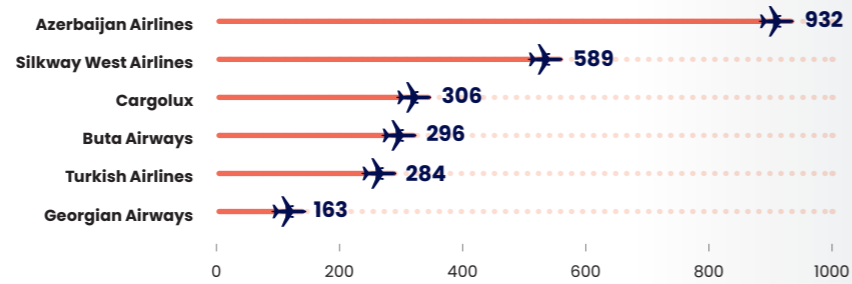


2.1.7 Passenger flights (Budget/low-cost vs classic)

Budget/low-cost airlines: **Buta Airways** (Tbilisi, Dammam, Riyadh, Ankara, Istanbul/Sabiha Gokcen and Izmir), **Fly Dubai** (Dubai), **Air Arabia** (Sharjah), **Jazeera Airways** (Kuwait), **Pegasus Airlines** (Izmir), **Flynas** (Riyadh), **WizzAir** (Budapest and Abu Dhabi), **Fly Arystan** (Aktau)

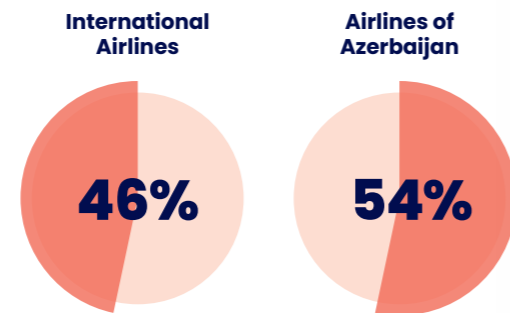


2.1.8 Aircraft Operators – Top 6 Airspace Users

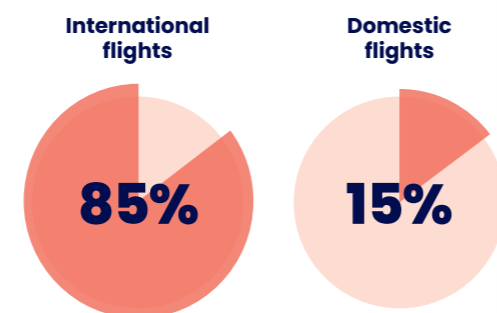


Note: This chart shows the number of flights in March 2022

2.1.9 Aircraft Operators – Airlines of Azerbaijan vs international airlines

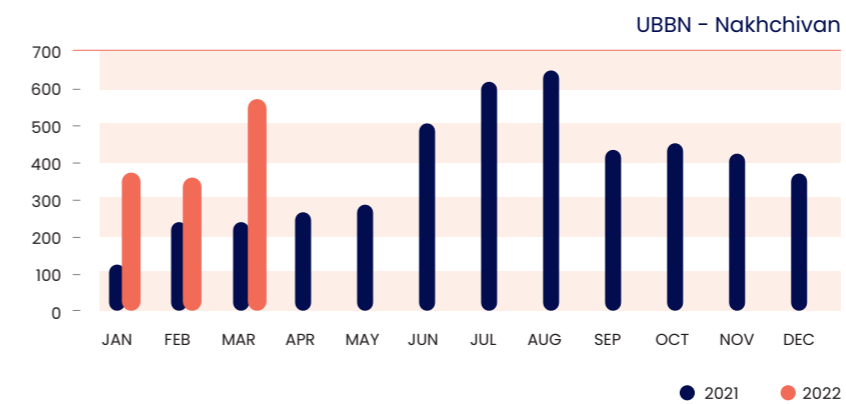


2.1.10 Traffic segments – Domestic vs International

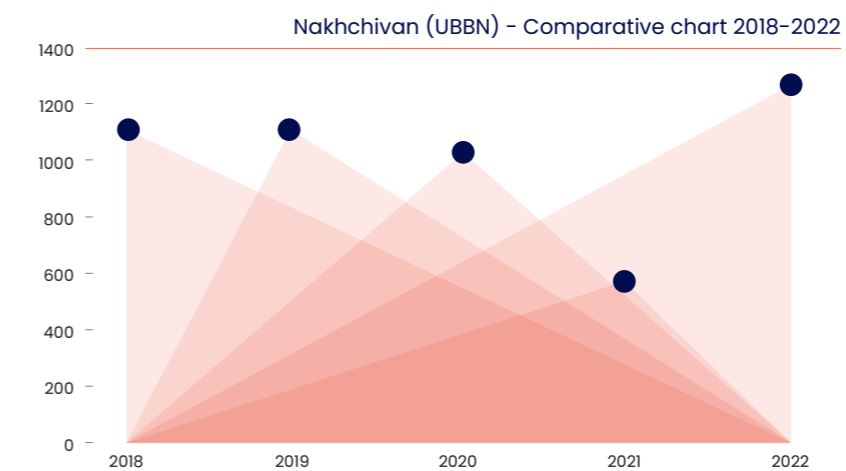


2.2 Nakhchivan International airport

Total number of movements at Nakhchivan International airport recorded in March is 586 ACFT. Average number of movements per day is 19 ACFT. Comparison with March 2021 – +150.4%.

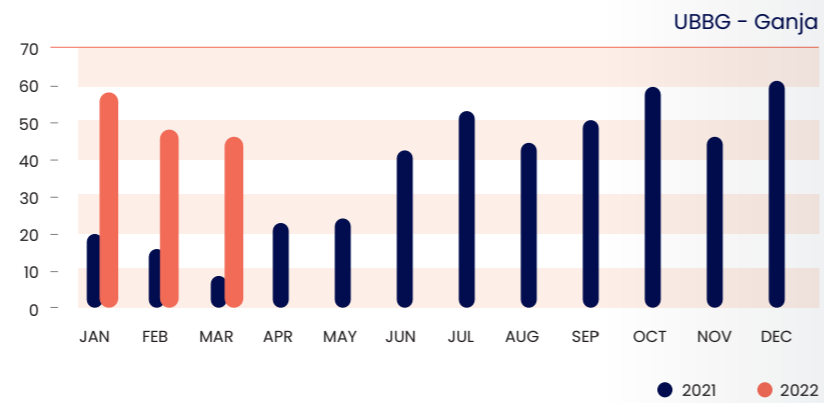


The number of movements at Nakhchivan International airport recorded for three months 2022 is **1324** ACFT. Average number of movements per day is **15** ACFT. Comparison with the same period of 2021 – **+124.4%**.

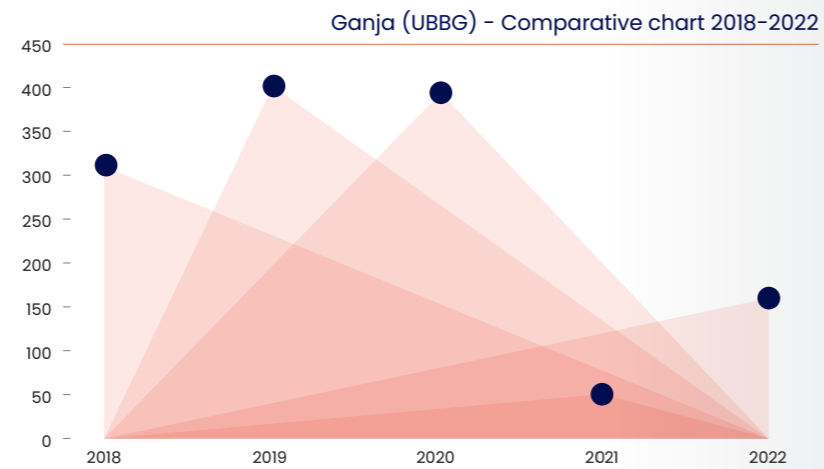


2.3 Ganja International airport

Total number of movements at Ganja International airport recorded in March is 50 ACFT. Average number of movements per day is 2 ACFT. Comparison with March 2021 – +575.0%.

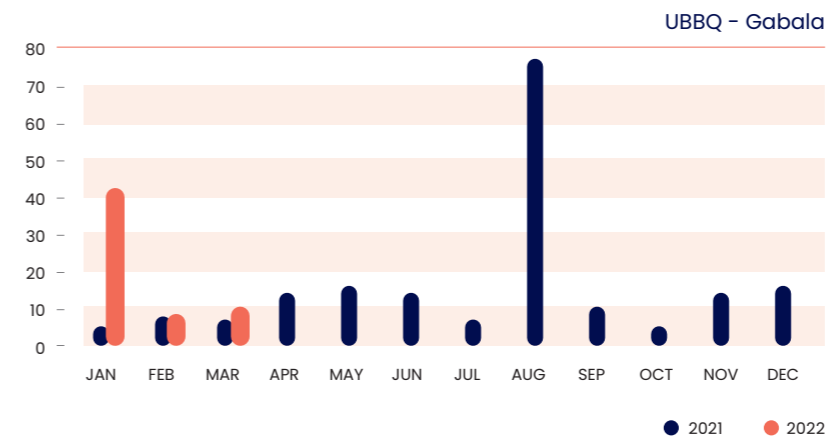
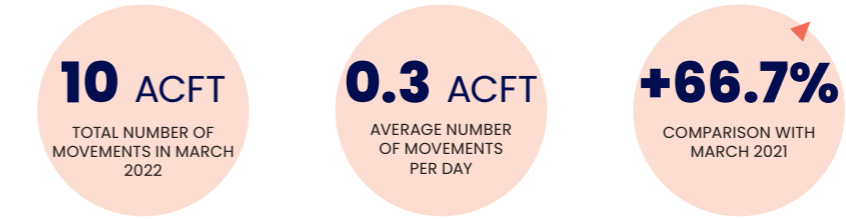


The number of movements at Ganja International airport recorded for three months 2022 is **161** ACFT. Average number of movements per day is **2** ACFT. Comparison with the same period of 2021 – **+265.9%**.

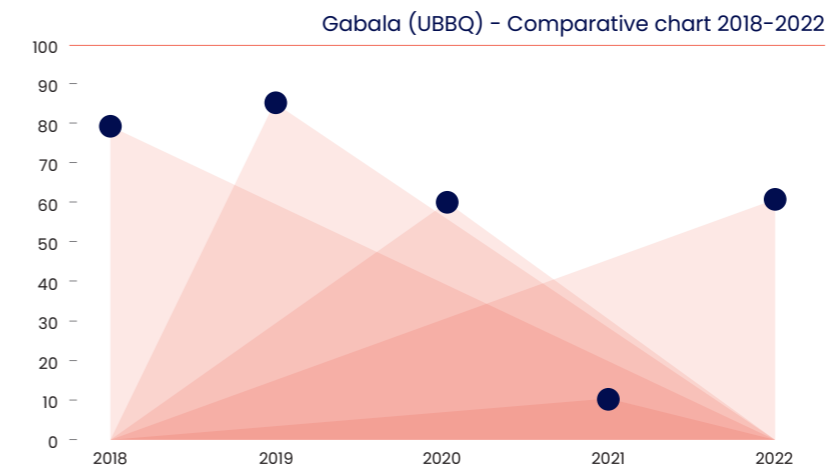


2.4 Gabala International airport

Total number of movements at Gabala International airport recorded in March is 10 ACFT. Average number of movements per day is 0.3. Comparison with March 2021 – +66.7%.

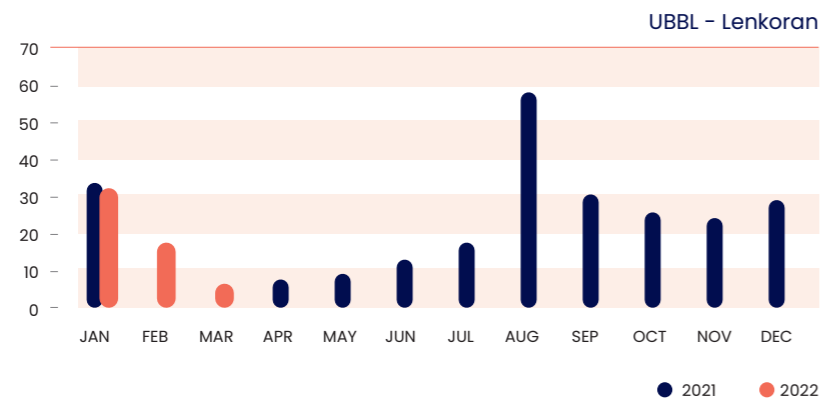
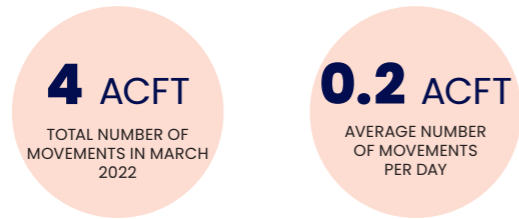


The number of movements at Gabala International airport recorded for three months 2022 is **60** ACFT. Average number of movements per day is **0.7**. Comparison with the same period of 2021 – **+328.6%**.

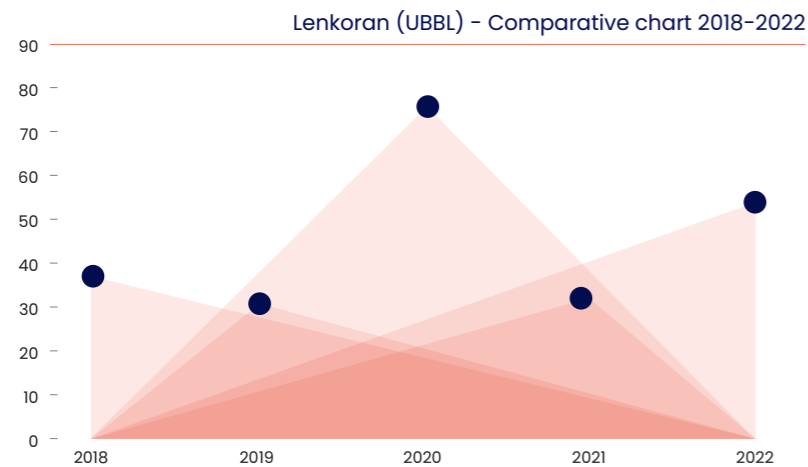


2.5 Lenkoran International airport

Total number of movements at Lenkoran International airport recorded in March is 4 ACFT. Average number of movements per day is 0.2



The number of movements at Lenkoran International airport recorded for three months 2022 is **54** ACFT. Average number of movements per day is **0.6**. Comparison with the same period of 2021 – **+63.6%**.



2.6 Fuzuli International airport

Total number of movements – 14 ACFT
Average number of movements per day – 0.5

2.7 Zagatala International airport

No movements were recorded

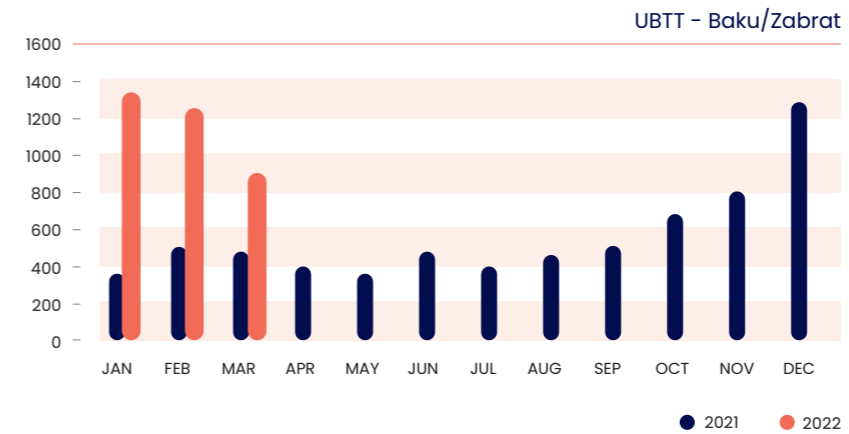
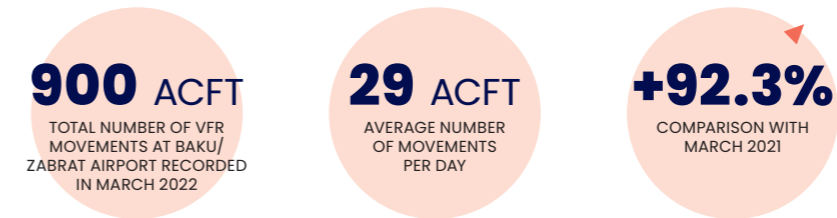
2.8 Yevlakh airport

No movements were recorded

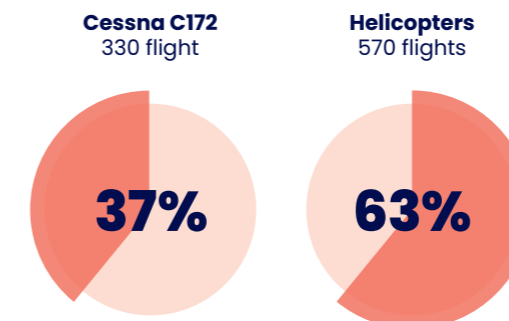
3. VFR Movements Statistics data

3.1 Baku/Zabrat airport

Total number of VFR movements at Baku/Zabrat airport recorded in March is 900 ACFT. Average number of movements per day is 29 ACFT
Comparison with March 2021 – +92.3%

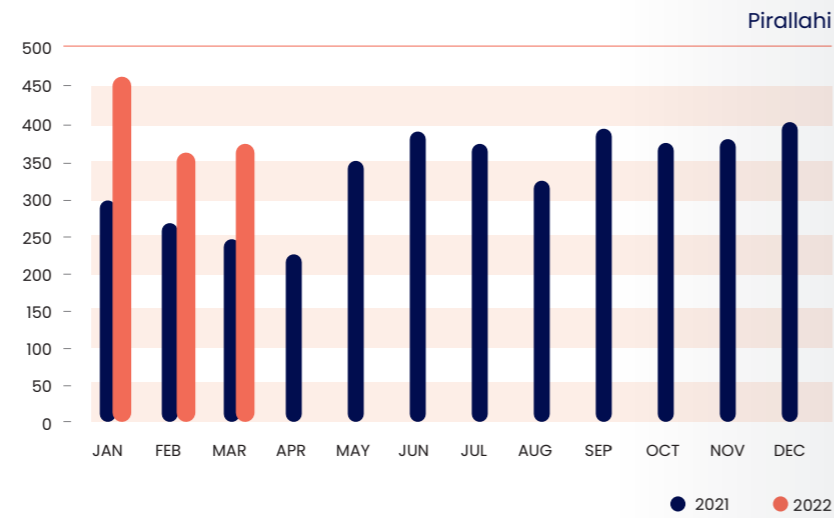


The Baku/Zabrat aerodrome is the base of training flights for student pilots of the National Aviation Academy. The student pilot training program includes en-route flight training and training maneuvers (take-off, landing, go-around) on the Cessna-172 aircraft



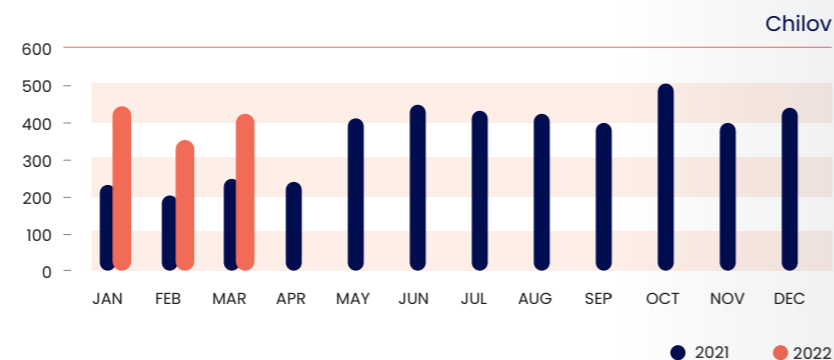
3.2 Pirallahi heliport

Total number of VFR movements at Pirallahi heliport recorded in March is 368 ACFT. Average number of movements per day is 12 ACFT. Comparison with March 2021 – +52.1%.



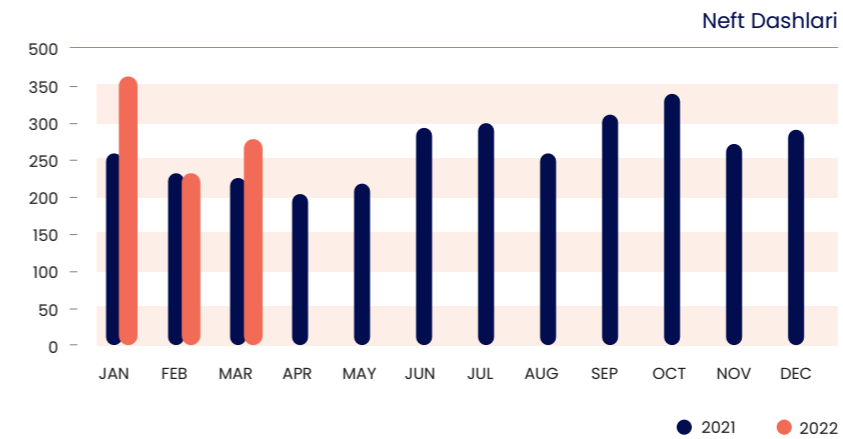
3.3 Chilov heliport

Total number of VFR movements at Chilov heliport recorded in March is 414 ACFT. Average number of movements per day is 14 ACFT. Comparison with March 2021 – +66.9%.



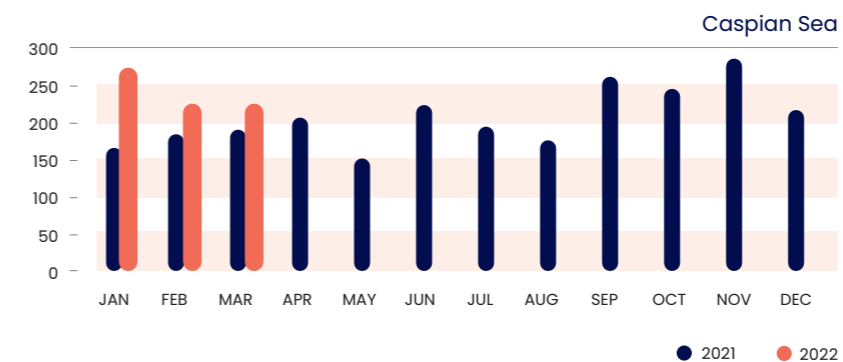
3.4 Neft Dashlari heliport

Total number of VFR movements at Neft Dashlari heliport recorded in March is 264 ACFT. Average number of movements per day is 9 ACFT. Comparison with March 2021 – +17.9%.



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

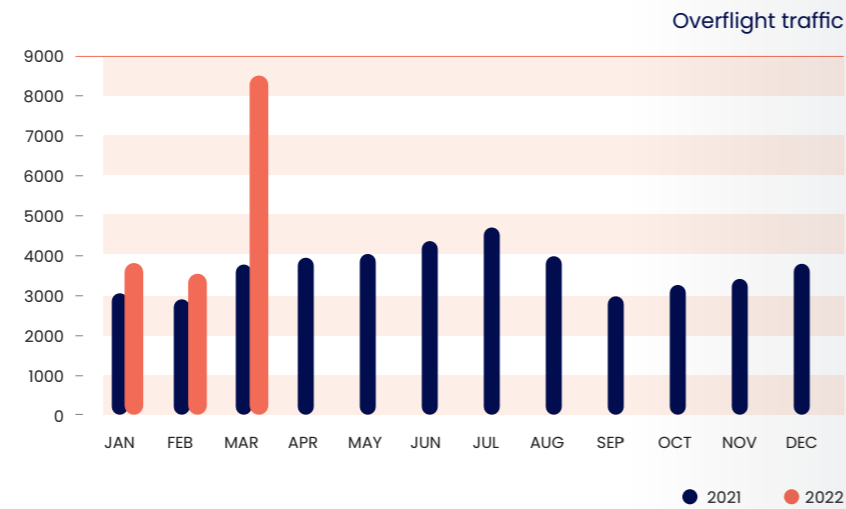
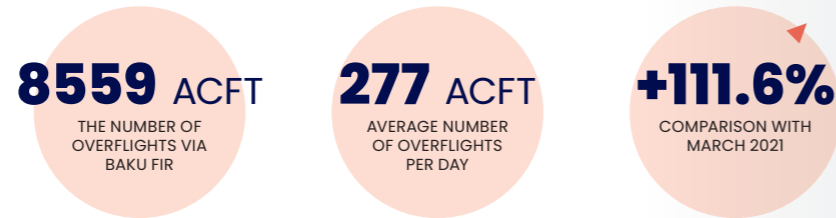
Total number of VFR movements at helipads on the ships and offshore drilling rigs in the Caspian Sea recorded in March is 221 ACFT. Average number of movements per day is 8 ACFT. Comparison with March 2021 – +16.9%.



4. Overflight Air Traffic Statistics Data

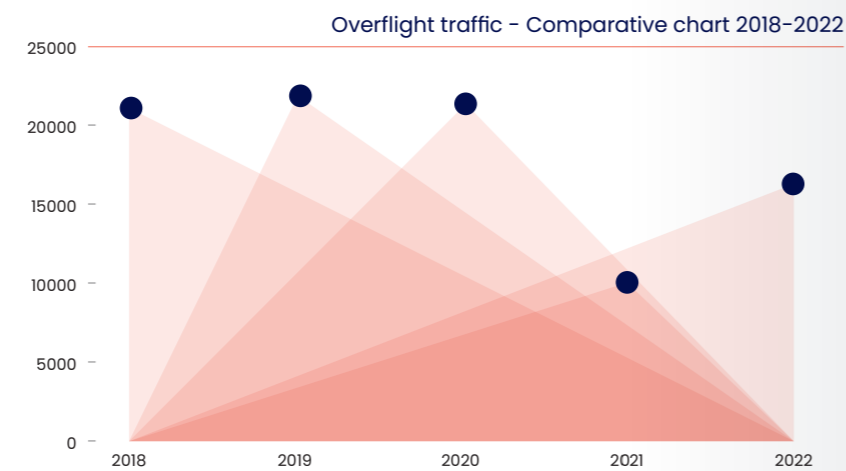
4.1 General Air Traffic Statistics Data

The number of overflights via Baku FIR recorded in March is 8559 ACFT. Average number of overflights per day is 277 ACFT (Peak day, March 04, 2022 – 319 ACFT; low day, March 14, 2022 – 243 ACFT). Comparison with March 2021 – +111.6%.

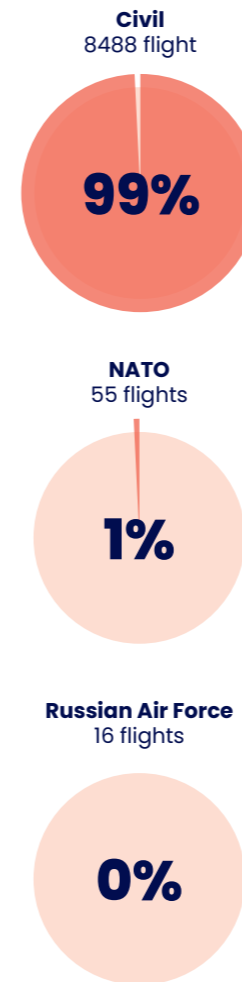


The number of overflights via Baku FIR recorded for three months 2022 is **16542** ACFT.

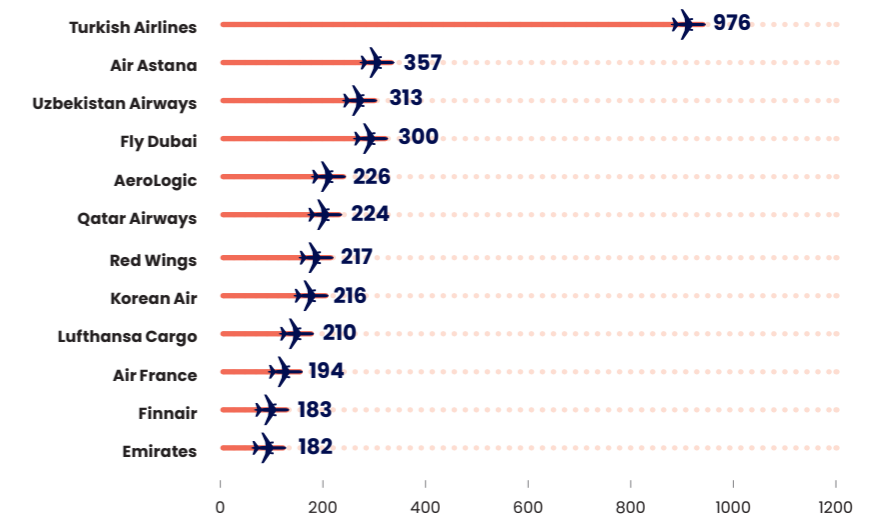
Average number of overflights per day is 184 ACFT. Comparison with the same period of 2021 – **+60.8%**.



4.2 Traffic segments

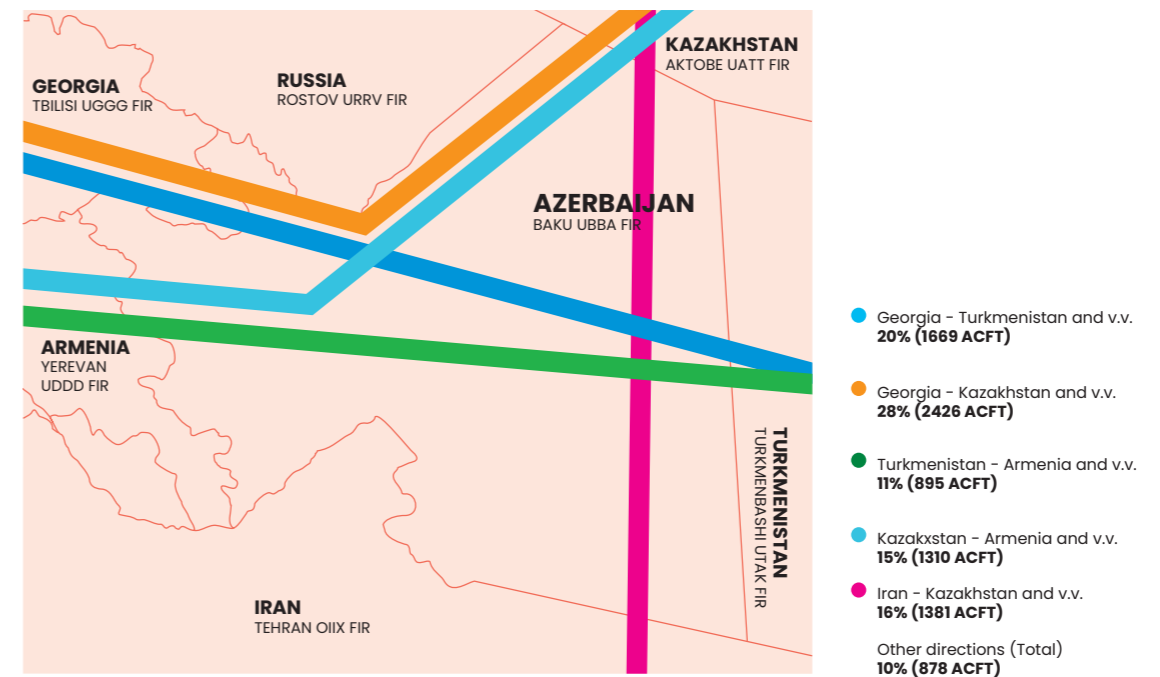


4.3 Aircraft Operators - Top 12 Airspace Users



Note: This chart shows the number of flights in March 2022.

4.4 Air traffic flows – main overflight flows



5. Key Performance Indicators (KPIs)

This report presents Key Performance Indicators (KPIs) to assess the operational efficiency of the “Azeronavigation” ATD in terms of provision of air traffic services. All the calculations are done for “Bakuaeronavigation” due to low traffic at the regional airports.

5.1 KPI – Staff Productivity

KPI Staff productivity is a measure of the production output per staff member employed or per hours worked.

«KPI – Staff Productivity» is calculated by the formula: the value of “number of aircraft” is divided by the value of “number of ATCOs”

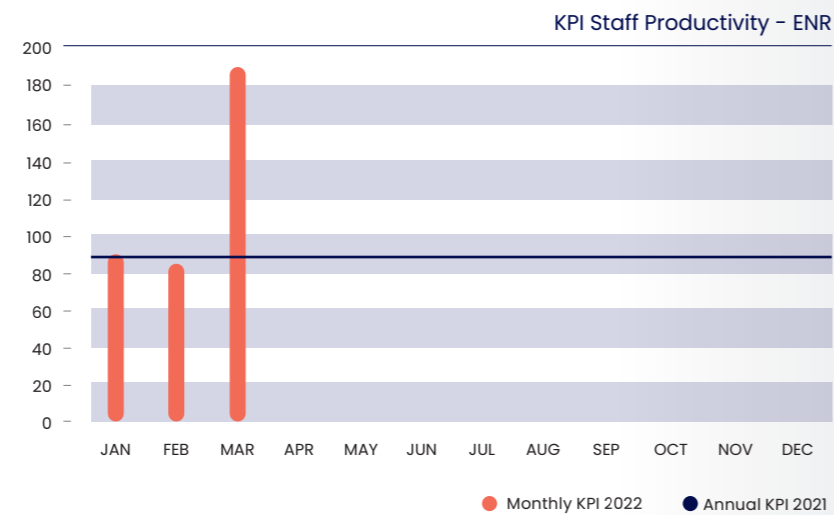
$$\text{Productivity} = \frac{\text{Number of ACFT}}{\text{Number of ATCO}}$$

5.1.1 KPI – En-route (ENR)

Overflight traffic data only is used for calculation of Staff productivity (En-route). KPI is ACFT/ATCO

KPI Staff Productivity – ENR **187 ACFT/ATCO.**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2021	70	67	88	92	94	100	110	94	69	76	81	88
2022	89	86	187									

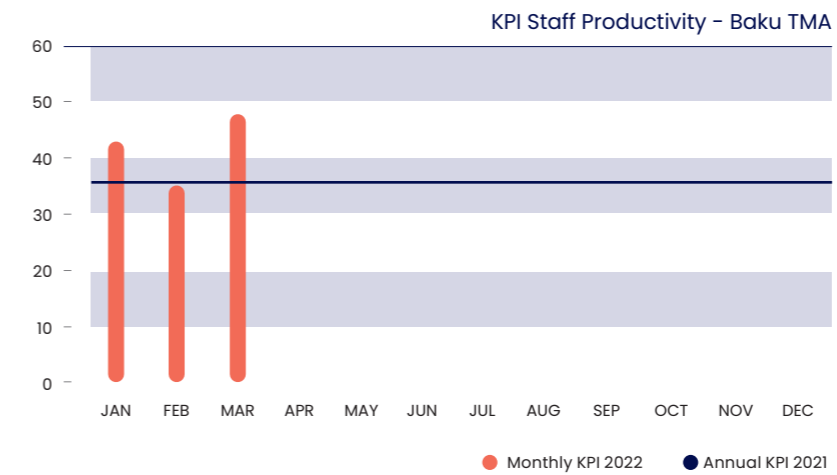


5.1.2 KPI – Staff productivity (Baku TMA)

Aerodrome movements data of Baku/Heydar Aliyev and other aerodromes within Baku TMA is used for calculation for KPI – Staff productivity (Baku TMA). KPI is ACFT/ATCO

KPI Staff productivity – Baku TMA **49 ACFT/ATCO.**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2021	22	22	29	29	32	42	48	48	40	40	39	45
2022	43	36	49									



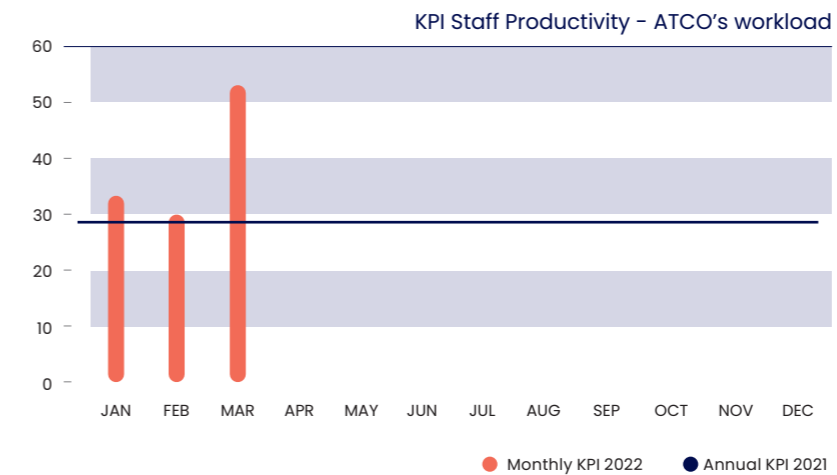
5.1.3 KPI – Staff Productivity (ATCO's workload)

«KPI – Staff Productivity (ATCO's workload)» is calculated by the formula: the value of “flight hours controlled” is divided by the value of “number of ATCOs”. KPI is Hour/ATCO

KPI Staff Productivity (ATCO's workload) **53 Hour/ATCO.**

$$\text{Staff Productivity} = \frac{\text{Total Flight Duration}}{\text{Number of ATCO}}$$

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2021	21	20	27	28	29	34	37	35	27	29	29	33
2022	32	30	53									



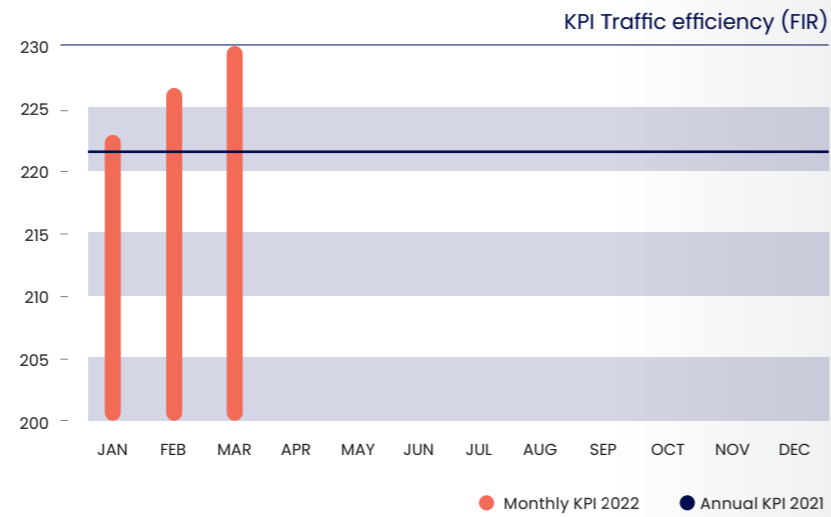
5.2 KPI – Traffic Efficiency

«KPI – Traffic Efficiency» is calculated by the formula the value of “total flown distance in nautical miles” is divided by the value of “number of ATCOs”. KPI is NM/ACFT

$$\text{Efficiency} = \frac{\text{Total Distance}}{\text{Total Number of ACFT}}$$

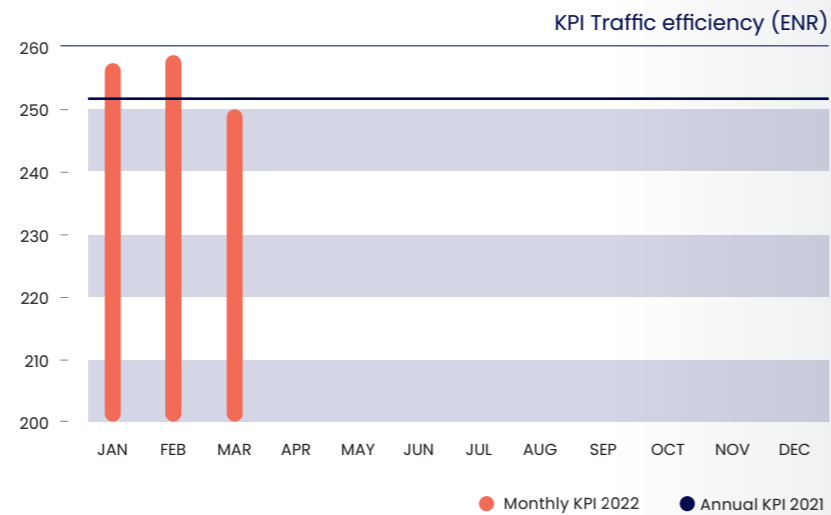
KPI Efficiency (FIR) **230 NM/ACFT.**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2021	218	219	224	228	225	224	226	223	218	218	220	221
2022	223	227	230									



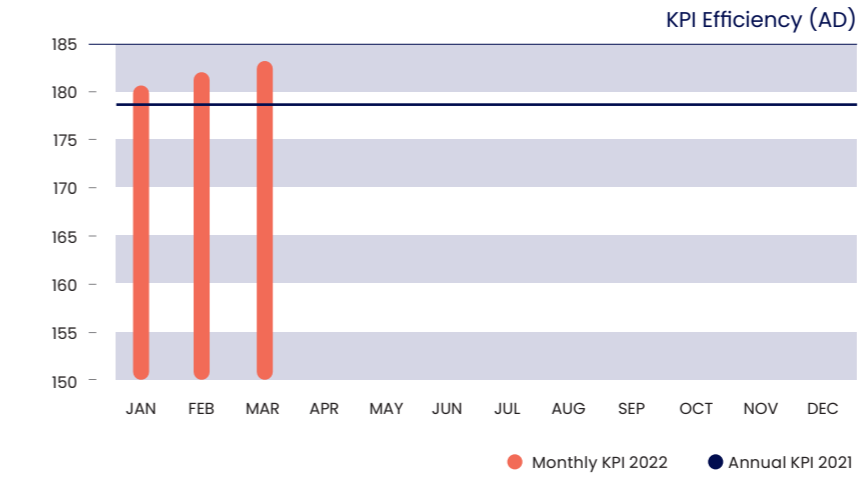
KPI Efficiency (ENR) **250 NM/ACFT.**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2021	242	244	251	255	256	258	259	257	250	250	251	255
2022	257	259	250									



KPI Efficiency (AD) **184 NM/ACFT.**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2021	172	175	175	177	173	175	181	183	184	183	183	182
2022	181	183	184									

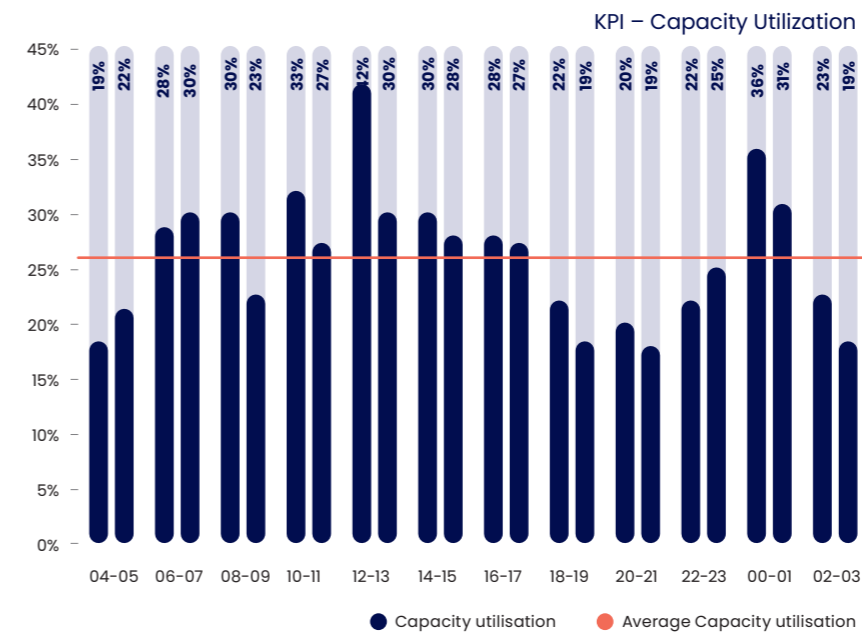


5.3 KPI – Capacity Utilization

Capacity utilisation 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%.

KPI Capacity Utilization 26%

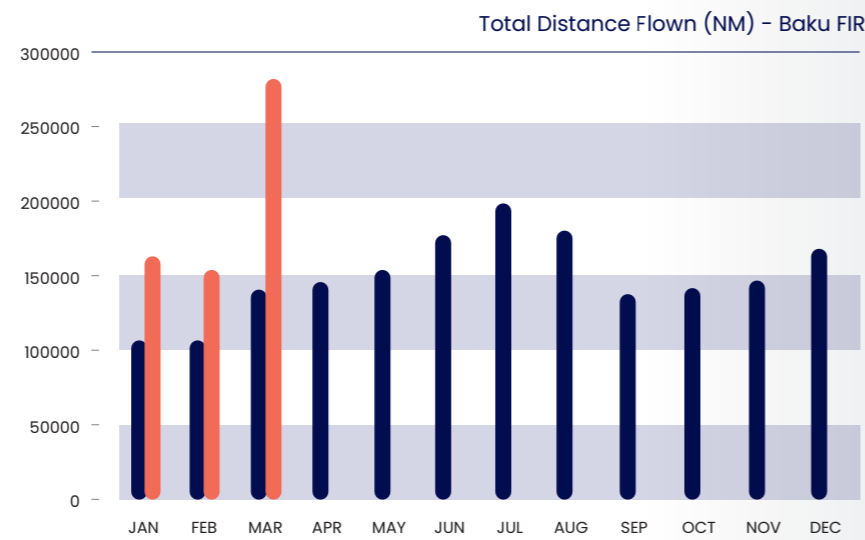


5.4 KPI – Distance flown

5.4.1 Baku FIR (Combined en-route traffic and aerodrome movements).

	Jan	Feb	Mar	Apr	May	Jun
2021	1 062 507	1 039 863	1 400 218	1 460 423	1 515 413	1 744 515
2022	1 629 180	1 527 413	2 833 417			

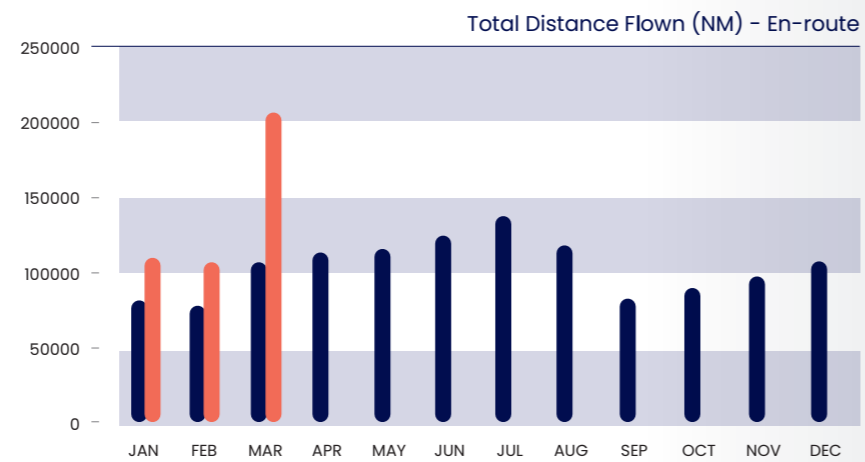
	Jul	Aug	Sep	Oct	Nov	Dec
2021	1 964 845	1 796 349	1 370 123	1 442 685	1 484 969	1 661 711
2022						



5.4.2 En-route traffic (overflight)

	Jan	Feb	Mar	Apr	May	Jun
2021	772 898	742 082	1 012 422	1 067 976	1 093 656	1 183 017
2022	1 041 895	1 012 702	2 132 958			

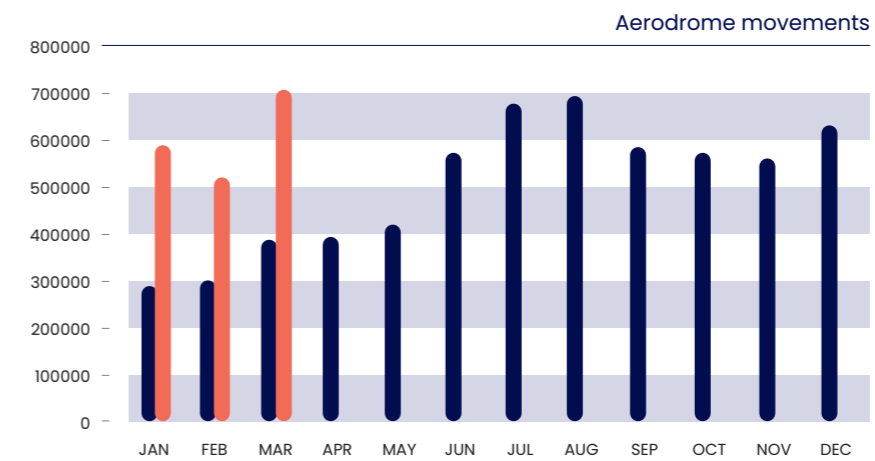
	Jul	Aug	Sep	Oct	Nov	Dec
2021	1 298 719	1 106 725	792 689	869 290	924 948	1 025 002
2022						



5.4.3 Aerodrome movements

	Jan	Feb	Mar	Apr	May	Jun
2021	289 609	297 781	387 796	392 447	421 757	561 498
2022	587 285	514 711	700 459			

	Jul	Aug	Sep	Oct	Nov	Dec
2021	666 126	689 624	577 434	573 395	560 021	636 709
2022						

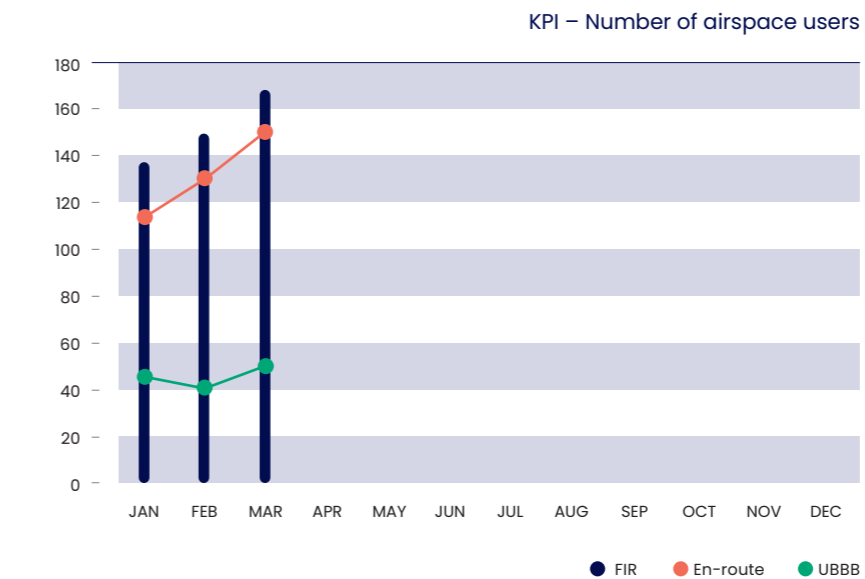


5.5 KPI – Number of airspace users

The main goal of AZANAS, as an air navigation services provider, is to ensure flight safety and provide high-quality air navigation services. One of the indicators is the preservation and increase in the number of the service users – airlines.

Only commercial airlines operating cargo and passenger transportation were used to measure KPI – Number of airspace users. State and general aviation were not taken into account.

KPI – Number of airspace users (FIR) **168 Airlines.**
 KPI – Number of airspace users (ENR) **153 Airlines.**
 KPI – Number of airspace users (LTO) **51 Airlines.**



5.6 KPI – CO2 emissions

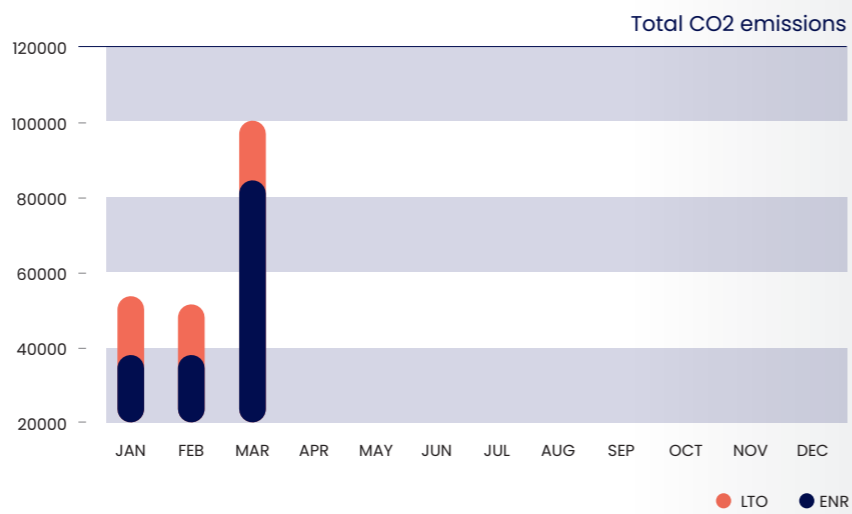
Aviation's impact on climate change is measured on an analysis of fuel use and CO2 reduction. AZANS does its part to reduce aviation's impact on the environment by introducing a range of initiatives to improve ATM efficiency:

- Improving airspace utilisation and route network;
- Efficient TMAs design;
- Required Navigation Performance Approach and Departure Procedures;
- Continuous Descent Approach;
- Priority clearance from air traffic control for taxiing and departure;
- Real time updates of current weather and wind conditions that allow the flight crew to modify their flight path.

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

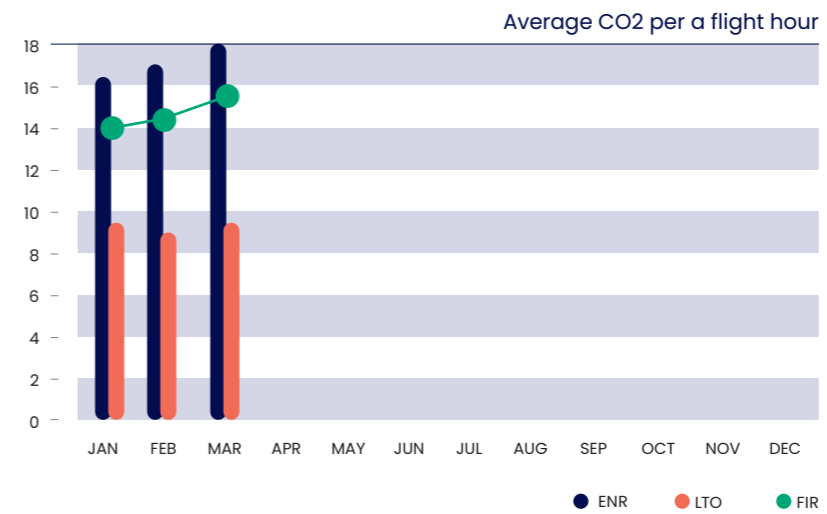
5.6.1 Total CO2 emissions

KPI – Total CO2 (FIR)	100844 tons.
KPI – Total CO2 (ENR)	82623 tons.
KPI – Total CO2 (LTO)	18221 tons.



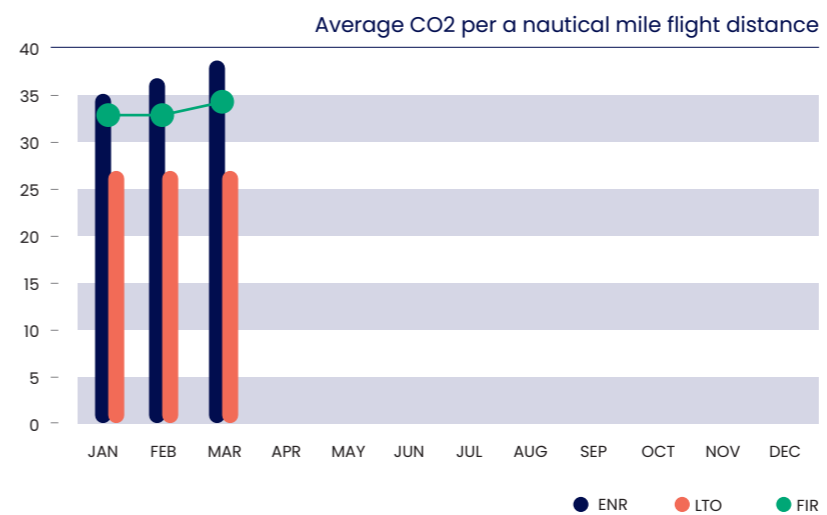
5.6.2 Average CO2 per a flight hour

KPI – Average CO2 per flight hour (FIR)	15.5 ton/hour
KPI – Average CO2 per flight hour (ENR)	18.1 ton/hour
KPI – Average CO2 per flight hour (LTO)	9.4 ton/hour



5.6.3 Average CO2 per a nautical mile flight distance

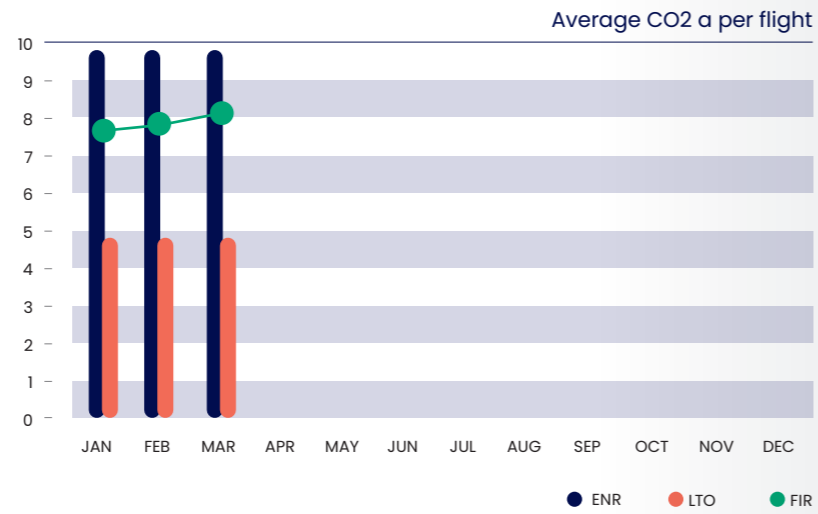
KPI – Average CO2 per NM (FIR)	36 kg/NM
KPI – Average CO2 per NM (ENR)	39 kg/NM
KPI – Average CO2 per NM (LTO)	26 kg/NM



5.6.4 Average CO2 a per flight

KPI - Average CO2 per ACFT (FIR)
 KPI - Average CO2 per ACFT (ENR)
 KPI - Average CO2 per ACFT (LTO)

8.2 ton/ACFT
9.7 ton/ACFT
4.8 ton/ACFT

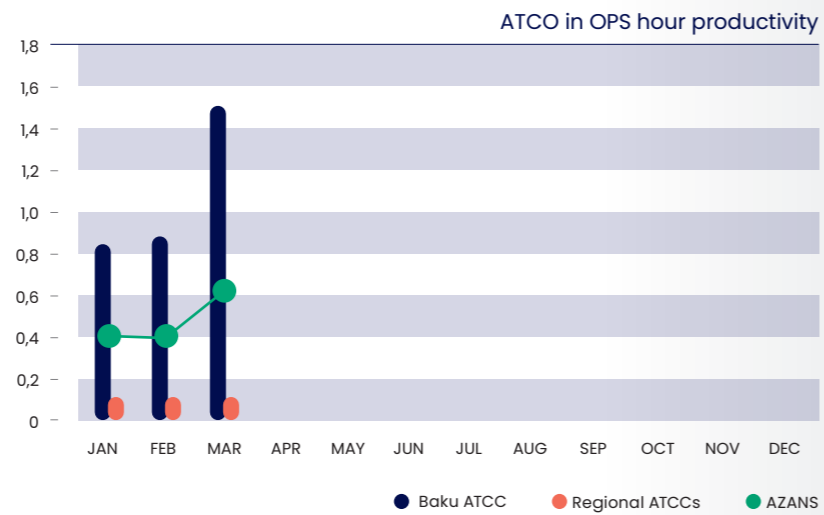


5.7 CANSO Productivity KPIs

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

KPI "ATCO in OPS hour productivity" is calculated by formula "IFR flight hours" divided by "ATCOs in OPS hours"

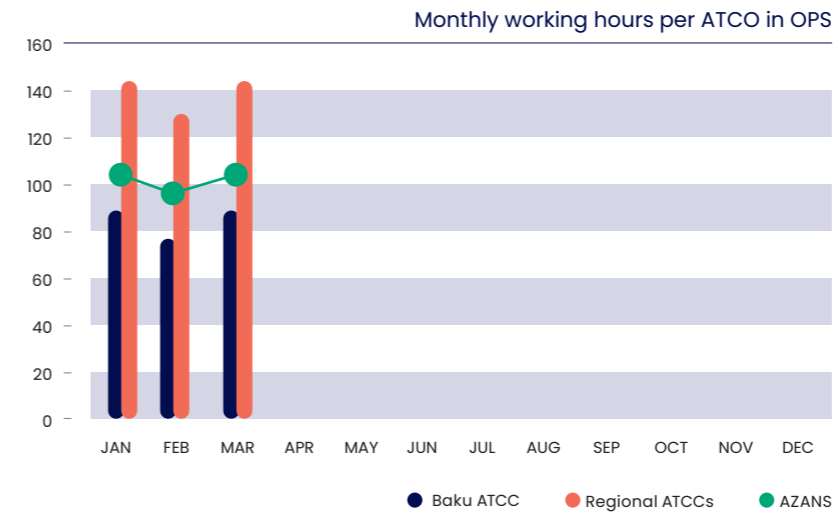
ATCO in OPS hour productivity (AZANS) **0.654**
 ATCO in OPS hour productivity (Baku ATCC) **1.453**
 ATCO in OPS hour productivity (Regional ATCCs) **0.07**



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

KPI "Working hours per ATCO in OPS" is calculated by formula "ATCO in OPS hours" divided by "No of ATCO in OPS"

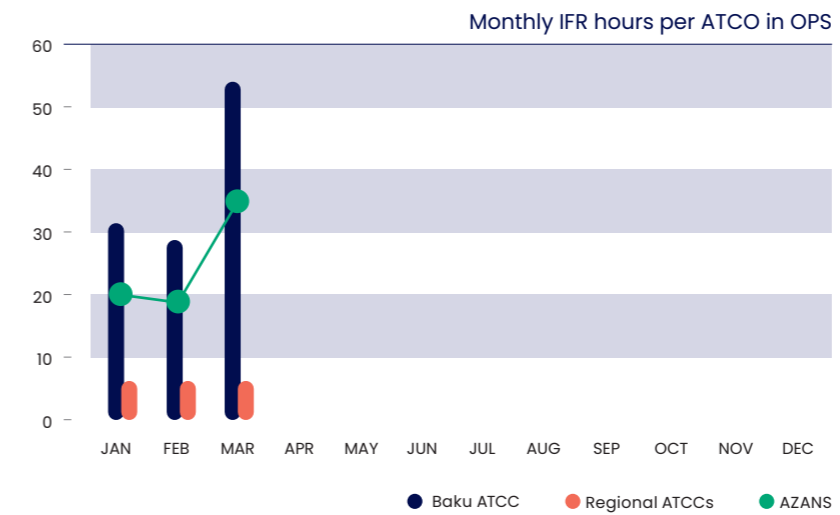
Monthly working hours per ATCO in OPS (AZANS) **105.5**
 Monthly working hours per ATCO in OPS (Baku ATCC) **86.1**
 Monthly working hours per ATCO in OPS (Regional ATCCs) **145.9**



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

KPI "IFR hours per ATCO in OPS" is calculated by formula "IFR flight hours" divided by "No of ATCO in OPS"

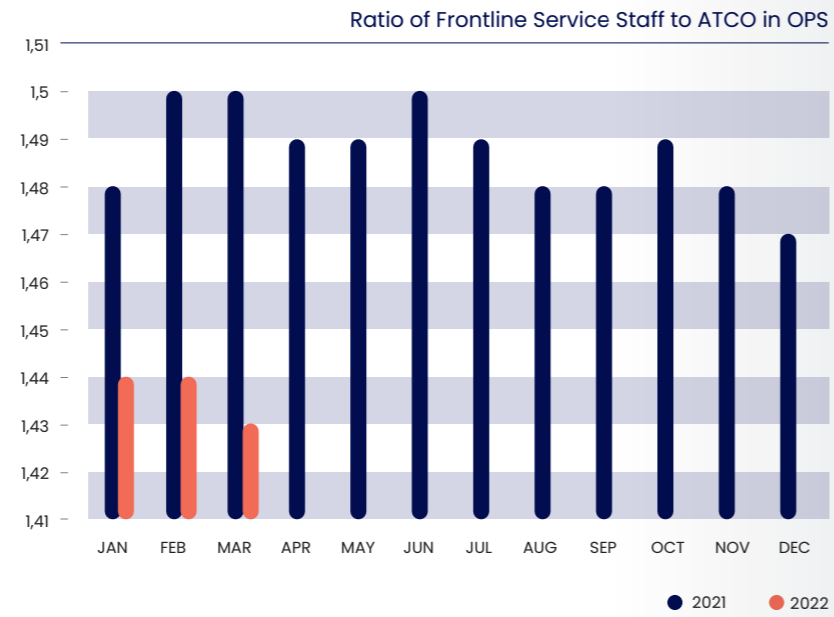
Annual IFR hours per ATCO in OPS (AZANS) **36.4**
 Annual IFR hours per ATCO in OPS (Baku ATCC) **53.6**
 Annual IFR hours per ATCO in OPS (Regional ATCCs) **6.4**



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 formula "No. Frontline Service Support Staff" divided by "No of ATCO in OPS"

Ratio of Frontline Service Staff to ATCO in OPS – **1.43**

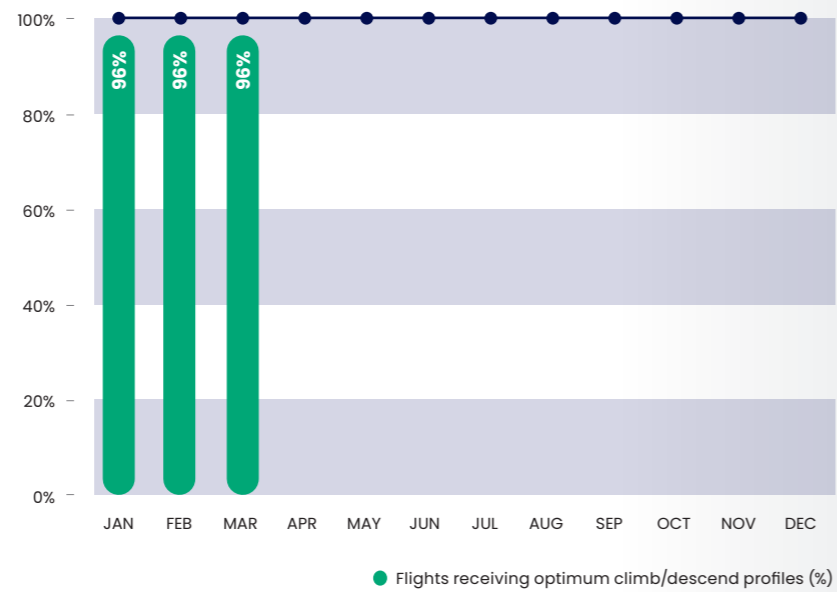


5.8 KPI – CCO/CDO operations

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

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

KPI – CCO/CDO operations March 2022 **96%**





**AIR TRAFFIC DEPARTMENT
AZERAERONAVIGATION**

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