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NEWS AND DEVELOPMENTS FROM THE INTERNATIONAL CIVIL AVIATION ORGANIZATION - VOL.68 - NO.4

ICAO'S COMPREHENSIVE

GLOBAL AVIATION SECURITY STRATEGY

MANAGING RISK, LEVERAGING
PARTNERSHIP AND INNOVATION,
AND PROMOTING IMPLEMENTATION

STATE PROFILE SPECIAL FEATURE:
TURKEY

Q & A:
AVIATION SECURITY PANEL CHAIR

2012 HIGH-LEVEL CONFERENCE
ON AVIATION SECURITY:
ASSESSING THE OUTCOMES

ICAO'S UNIVERSAL
SECURITY AUDIT PROGRAMME

IATA e-FREIGHT INITIATIVE



ICAO

UNITING AVIATION



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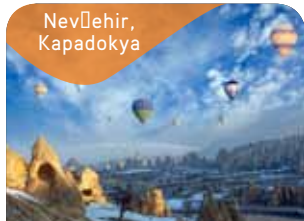
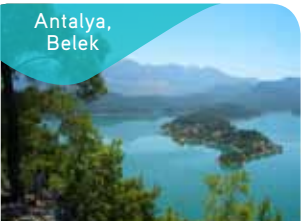
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News in Brief



Türkiye

...bridging the continents...





Binali YILDIRIM
Minister

GREETINGS FROM TURKEY, THE COUNTRY WHERE CONTINENTS AND CULTURES MEET!



As the Minister of Transport, Maritime Affairs and Communications, I would like to briefly summarize the state of our civil aviation sector which has been booming since 2003.

Considering the multiplier effect of civil aviation on the growth of national economies by virtue of its supranational qualities, we have adopted a number of measures over the last decade, the first of which was the opening of our domestic market to competition. Today, Turkish civil aviation can be said to have truly taken off thanks to these measures.

When I became Minister in 2003, I shared my vision with the following motto:

"EVERY TURKISH CITIZEN WILL FLY AT LEAST ONCE"

"THE AIRWAYS WILL BE THE PUBLIC WAY"

This vision came true as passenger, cargo, and aircraft traffic have increased nearly five-fold over the past decade. This growth still continues at rates higher than the world averages.

The Turkish Directorate General of Civil Aviation (DGCA), which is of essential importance to the standards-compliant functioning of civil aviation activities, was restructured in 2005, and was made independent and given its own budget. The organization's regulatory and oversight activities play an important role in the safety, security, and growth of the industry.

Of course, this growth has brought a need for well trained and qualified personnel, particularly pilots and technicians. Efforts are underway to provide solutions to such matters in order to ensure healthy and sustainable growth.

Additionally, our airports operated through the Build-Operate-Transfer model (also known as the Turkish model), having been renewed at zero cost to the State, bolster the development process. They add capacity while also becoming centers of social and economic activity by virtue of their architecture and offer all facilitation services to our passengers with no

compromise to security. This model is also being used for the third airport to be built in Istanbul with an annual capacity of 150 million passengers.

FLIGHT SAFETY AND AVIATION SECURITY

Our top priorities in the field of civil aviation are to maintain high levels of safety and security and to have an aviation industry that is environmentally friendly, sustainable and efficient.

In line with these priorities, which also match ICAO's strategic objectives, we will continue to support regional development by sharing our expertise and capabilities with other countries in the region where needed. We will also continue to contribute more by providing experts and playing an active role in ICAO, ECAC, and EUROCONTROL.

Let me take this opportunity to state that, in recent years, Turkey's civil aviation sector has experienced annual growth rates of more than 10 per cent despite the global economic crises and is expected to continue to grow at such rates until around 2030. This is a result of our experience that we have gained during the last decade and we are ready to share that experience with any country.

In line with the aforementioned, I believe that Turkey's election to the Council of ICAO will provide our country with the opportunity to further contribute to the efforts towards realizing the objectives of the International Civil Aviation Organization.

REGIONAL AND GLOBAL COOPERATION

In the pages ahead, Turkey's success story will be presented to you with concrete facts and figures. I certainly believe that a civil aviation system that facilitates environmentally friendly and sustainable development with no compromise to flight safety and aviation security can only be accomplished through the utmost cooperation at regional and global levels.

Best regards



OVERVIEW

The promulgation of the Turkish Civil Aviation Act, 2920 in 1983 cleared a path for civil aviation in Turkey and became a significant milestone in its progress.

The Turkish DGCA was restructured in 2005 by Law, 5431 in order to establish an independent body and autonomous budget, and it has undertaken important duties in providing aviation safety and security, which are the cornerstones of sustainable development.

The DGCA is tasked with setting rules, oversight and supervision as well as enforcement powers. Accident investigations are conducted in accordance with ICAO standards by an independent body established within the Ministry.

Considering geographical features and size of our airspace, air transportation occupies an important role in Turkey. When we look at the growth achieved over the past decade and which continues today, we are justifiably proud of the actions we have taken to exploit these advantages correctly.

With a few measures taken and regulations implemented within the scope of a project to liberalize aviation in 2003, the private sector was granted the opportunity to operate scheduled domestic flights. The competition that sprang from this enabled cheaper fares and allowed passengers greater choice when selecting airlines for travel.

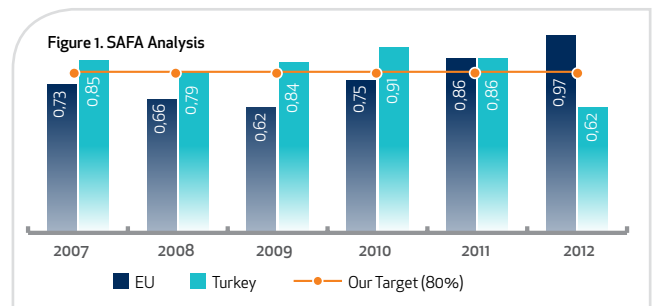
SAFE AND SECURE AVIATION

The incredible progress occurring in aviation is only made possible through a safe and secure aviation system. In addition to these two high-priority issues, the reduction of accident rates to zero, environmentally friendly sustainable growth, and efficiency are the other strategic objectives for the Turkish civil aviation industry.

OUR STRATEGIC OBJECTIVES

Safety, Security, Environment,
Sustainability, Efficiency

The audits within the Safety Assessment of Foreign Aircraft (SAFA) program, of which Turkey is a founding member, have been given special importance. The audit results of recent years show that the average result of the Turkish air carriers is better than those of the EU air carriers.



The rulemaking, authorization, and auditing activities are carried out under the three main categories (namely aviation personnel requiring license, aircraft and organization) that comprise: AOC holders, maintenance and training organizations, airport and terminal operators, ground services, and Air Navigation Service Providers (ANSP).

The security standards of the 49 airports used for civil aviation activities are being applied in accordance with the National Civil Aviation Security Program, which was already established in line with ICAO Annex 17 & ECAC Doc. 30. Efforts to launch one stop security applications in cooperation with ECAC and the EU Commission are also under way in Turkey, which was the first country allowed to fly to the US following the 9/11 attacks.

Keeping the balance between security measures and facilitation services is an important challenge for Turkish Aviation.

ENVIRONMENTALLY FRIENDLY ACTIVITIES

One of the strategic objectives is environmentally friendly aviation activities. We are pleased to commit our full support to ICAO initiatives in this field. The Turkish action plan to reduce CO₂ emissions is among the first plans presented to ICAO, and developments relating to the EU Emissions Trading Scheme are being monitored closely.





FACTS AND FIGURE

One of the most strategic countries in the world in terms of air travel by virtue of its geopolitical position.



Located at the intersection of the continents of Asia, Europe and Africa.



A bridge between the civilization of East and



281%

Increase in Passengers Carried over the last decade **131.029.000.**



134%

Increase in Cargo Carried over the last decade **2.249.133.**



160%

Increase in Airplanes Using Turkish Airspace over the last decade **1.376.486.**



146%

Increase in Aircraft fleet over the last decade **400.** New orders of 217 Airbus & 95 Boeing.

S IN CIVIL AVIATION



The cradle of civilization, located on the most significant migration and trade routes throughout history.

A country with a population of seventy-six million that welcomes million of foreign visitors every year with its unique, historic architectural heritage and one-of-a-kind hospitality.



HUBs in 2002



Airports



Hubs added over the past decade



Airports under construction



254%

Increase in Aviation Employees over the last decade 170.000.



153

Number of Air Service Agreements signed with ICAO Member States

\$18 Billion



Industry Revenue

Today
236
Destinations
in 103
Countries

INTERNATIONAL RELATIONS

Turkey is a member of:



Within the last 5 years Turkey has set a record in Bilateral Air Service Agreements and has become the country with the fastest growing flight network.

AIR SERVICE AGREEMENTS

With bilateral and multilateral air services agreements signed in the last decade, the total number has reached 153 today, up from 81 in 2003, which means an increase of 89 per cent. The traffic rights are used by the following AOC Holders authorized to operate scheduled services:



High importance is also given to regional cooperation activities.

>> Africa is being re-explored.

Africa is not far at all with 34 destinations in 24 countries





Esenboğa Airport

OUR ACTIVITIES AND PROJECTS

Civil aviation activities in Turkey are conducted in accordance with Turkish National Laws & Regulations published in line with international standards. The duties and responsibilities of the DGCA mandated by the law are categorized under the following three headings:

Rulemaking » Oversight and Surveillance » Enforcement.

While making a point of conducting aviation activities with no compromise to safety and security on one hand, caution is being exercised on the other hand to ensure the protection of the environment within the scope of social responsibility, and to provide facilitation services to passengers.

The DGCA's autonomous budget is based on income from the services provided to the industry. Discounts of up to 50 per cent are provided to institutions that exhibit success in the "accessible airport" and "green airport" projects launched by the DGCA for the benefit of the environment and for people. The industry is encouraged by the DGCA to demonstrate success with these kinds of projects.

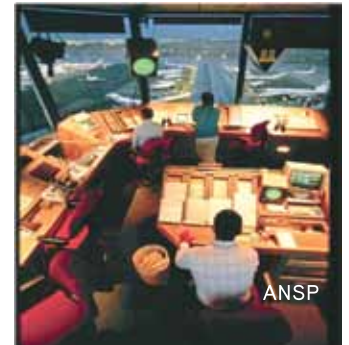
NOTABLE ACTIVITIES

- Authorized MRO providers in Turkey, namely **TURKISH TECHNIC**  **MNG TECHNIC**  **my**  **Onurair**  provide maintenance services complying with international standards in a total of eleven hangars and 221,500 square meters of hangar space.



Turkish Technic

- Air Navigation Services are provided by the Turkish ANSP, called DHMI, within the Turkish airspace covering an area of 1 million square kilometers through a renewal project called SMART using modern equipment. All the related stakeholders, including the military authorities, demonstrate close coordination and cooperation on this important issue.



ANSP

- Flight and Type Rating Training Organizations conduct important training activities in line with ICAO & EASA standards to meet the cockpit crew needs of the industry which have grown rapidly in the last ten years.
- Terminal Operations have an important role within the success story of Turkish Civil Aviation. Listed below are our main terminal operators and the terminals they operate:

TAV: Atatürk Airport International Terminal, Esenboğa Airport Domestic & International Terminals, Adnan Menderes International Terminal, Tbilisi and Batumi Airports in Georgia, Skopje and Ohrid Airports in Macedonia, Monastir and Enfida Airports in Tunisia, and Medina Airport in Saudi Arabia.

Fraport IC: Antalya Airport International Terminals 1 and 2, Antalya Airport Domestic Terminal

LİMAK: Istanbul Sabiha Gökçen International Airport Terminal (Limak GMR Group and Malaysian Airports)

ATM: Dalaman ATM International Terminal

MONDIAL: Milas-Bodrum Airport International Terminal

The Ground Handling Services are operated by the 3 different private companies    under the full liberalization regime.