

State Action Plan Update of Türkiye

ICAO EUR/NAT Task Force 2026

Directorate General of Civil Aviation

Environment Unit

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01

Context & Mandate

Why SAP matters

Chapter overview

- ICAO encourages States to submit and update voluntary action plans.
- Türkiye uses the SAP as a structured aviation decarbonisation planning tool.
- DGCA Environment Unit coordinates ICAO, ECAC, EU, CORSIA, airport and SAF work.
- The updated SAP will connect policy actions with quantified CO₂ mitigation.



Environmental Coordination Unit

DGCA platform for national and international aviation-environment coordination

Mandate

Established by DGCA approval dated 15 January 2018 to coordinate environmental matters at national and international level as climate change gained increasing critical and political importance.

- **ICAO / CAEP & ECAC**
International technical coordination
- **CORSIA & GHG mechanisms**
Implementation, MRV and market-based measures
- **Airport environmental management**
Carbon footprint and performance activities
- **State Action Plan & SAF**
National plan update and sustainable fuels



Why the State Action Plan Matters

Voluntary planning instrument aligned with ICAO Assembly Resolutions and the LTAG

ICAO framework

- Submit and regularly update action plans.
- Describe policies, actions and long-term projections.
- Share information and develop partnerships.

Policy value for Türkiye

- Build a quantified view of international aviation CO₂ emissions.
- Map SAF, LCAF, clean energy and operational measures.
- Identify assistance needs and implementation support.

LTAG • Net Zero 2050 • Türkiye Net Zero 2053

02

SAP Update Process

2025–2026 work programme

Chapter overview

- Türkiye has not yet submitted the revised SAP; update work is ongoing.
- A working group has been established and stakeholder workshops have been held.
- Data are being collected from airlines, airports, ANSP and public institutions.
- Initial THY and İGA inputs are used as concrete examples for quantified measures.



Türkiye’s SAP Update: Current Status

Working group, stakeholder workshops and data collection

Current status: Türkiye has not yet submitted the revised SAP; update work is ongoing.

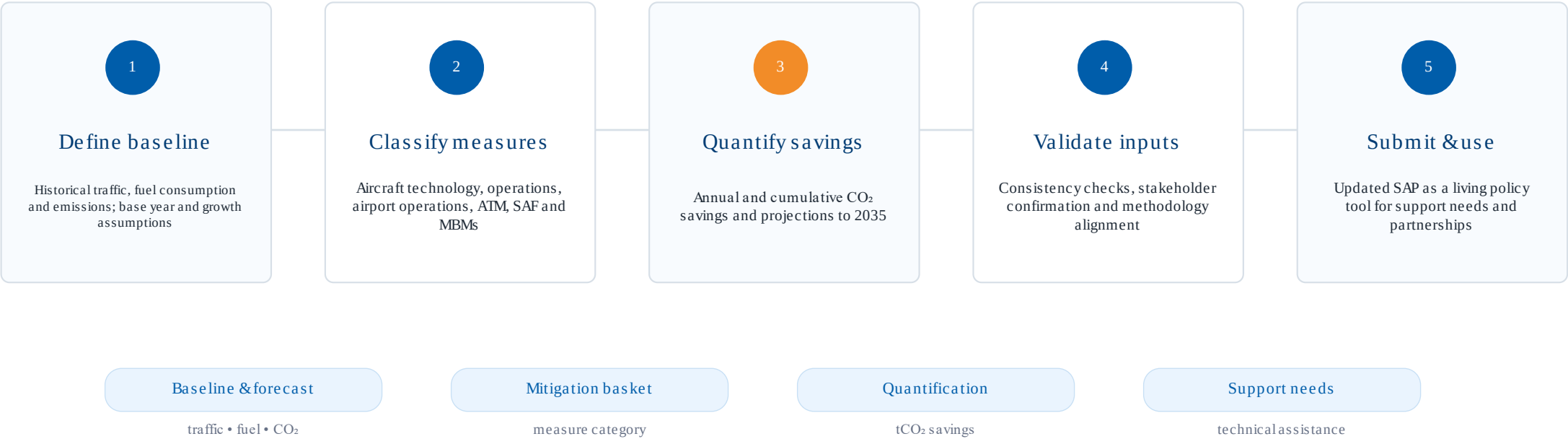


Multi-stakeholder process continues; initial THY and İGA data have been integrated as priority examples.



How the Updated SAP Will Be Compiled

From stakeholder inputs to quantified mitigation measures





Stakeholder Input Map

What has already been collected and how it feeds the SAP



Figures and projections remain subject to stakeholder confirmation during the SAP update process.

03

Mitigation Basket

Quantified measures

Chapter overview

- Measures are grouped so savings remain comparable across the aviation system.
- THY inputs support aircraft technology and operational-improvement chapters.
- IGA inputs demonstrate airport decarbonisation, energy and environmental-management measures.
- SAF, CORSIA and MRV link policy frameworks with measurable reductions.



Mitigation Basket to Be Quantified

Measures are grouped so savings remain comparable across Türkiye’s aviation system

1

Operational improvements
ATM/ ASBU, CCO-CDO, route optimisation, FMS, taxi and APU practices

2

Aircraft technologies
Fleet renewal, fuel-efficiency standards, retrofits and future clean aircraft

3

Market-based measures
CORSIA, ETS interfaces, environmental charges and green transformation

4

Sustainable Aviation Fuels
LCA values, uptake scenarios, infrastructure needs and CO₂ reduction per litre

Priority rule for the update: quantified measures first; enabling policy measures as complementary narrative.



Airline Measures: THY Input for the Basket of Measures

Historical results and forward-looking estimates

657,910

tCO₂ annual average fleet-modernization saving reported for 2018–2024

155,963

tCO₂ annual average optimization saving reported for 2018–2024

>1.0m

tCO₂ annual THY savings forecast by 2029

2035

forecast horizon requested for SAP inputs where available

Examples of operational measures

APU policy	Engine-out taxi	Reduced flaps	Idle reverse
CDA	Route optimisation	Statistical contingency fuel	CG optimisation

Airline inputs support the aircraft technology and aircraft operations chapters of the mitigation basket.



Airport Decarbonisation in Practice: İstanbul Airport

From surface operations to energy systems and environmental management

-26.8%

Scope 1&2 emissions, 2019–2024

57.23s

2024 yearly average runway occupancy time

200 MW

Eskişehir solar project capacity

Level 4

ACI Airport Carbon Accreditation framework

Operational efficiency

ROT and taxi-time analysis with THY, İGA and DHMİ/ATC; A-SMGCS and A-CDM support predictable movements.

Ground energy

APU restrictions, PCA/GPU use, energy automation and planned solar generation reduce local emissions.

Environmental management

ISO 50001, ISO 14001, ISO 14064/14046 and ACAs support structured MRV and reduction.

Circularity & water

Zero Waste, waste separation, wastewater treatment, reuse and reverse-osmosis systems complement carbon measures.



Sustainable Aviation Fuel: Türkiye’s Implementation Track

Policy, supply-chain governance and SAP integration

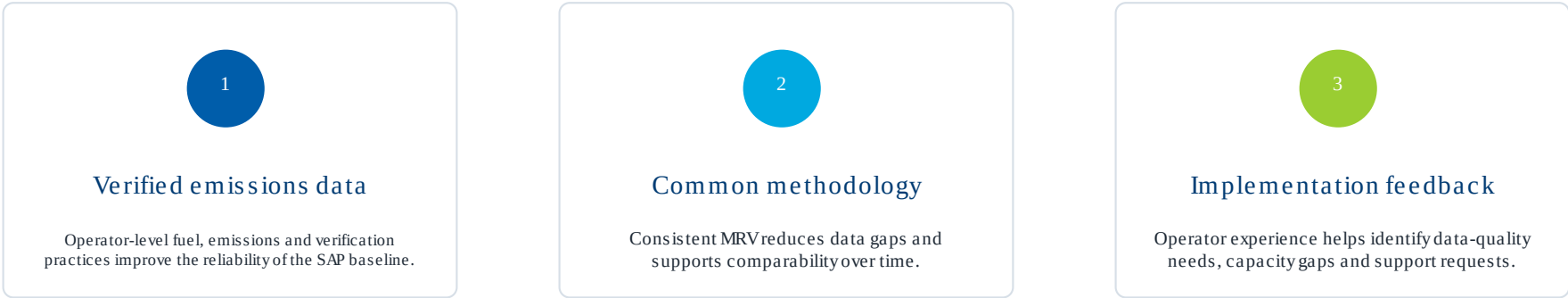
Regulatory framework	SHT-SAF published in 2025 to set principles for SAF standards, mandatory use and incentives.	Sustainability assurance	CORSIA-eligible schemes, life-cycle emissions and proof-of-sustainability documentation.
Airport logistics	Blending, storage, dedicated tank capacity and hydrant-system implications at major airports.	Market readiness	Producer / supplier / user data, demand aggregation and international cooperation.
SAP quantification	CO ₂ reduction per litre, uptake scenarios, infrastructure needs and implementation risks.		

SAP role: convert SAF policy into measurable emissions-reduction scenarios.



CORSIA and MRV: Building the Data Backbone

Türkiye’s CORSIA experience strengthens SAP baseline, projections and monitoring



CORSIA MRV experience → stronger SAP baseline, projections and monitoring cycle

04

Consolidation & Submission

Finalisation pathway

Chapter overview

- Complete remaining stakeholder data collection and close data gaps.
- Harmonise assumptions and double-counting controls across measures.
- Draft SAP chapters around baseline, mitigation basket, SAF, CORSIA, airport measures and support needs.
- Use stakeholder review before final ICAO submission and monitoring cycle.



Next Steps Before Submission

Proposed consolidation pathway

- 1 Complete data collection**
Close remaining gaps for airlines, airports, ANSP and public bodies.
- 2 Harmonise assumptions**
Base year, traffic growth, fuel-to-CO₂ factors, boundaries and double-counting controls.
- 3 Prioritise measures**
Quantified measures first; policy and enabling measures as complementary narrative.
- 4 Draft SAP chapters**
Baseline, mitigation basket, SAF/CORSIA/airport management, support needs and monitoring.
- 5 Stakeholder review**
Final confirmation before ICAO submission and future monitoring cycle.

Core message for ICAO

Türkiye's updated SAP is being developed as a quantified, multi-stakeholder and implementation-oriented document aligned with ICAO's basket-of-measures approach.



Contact

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Thank You

