



ASSEMBLY — 39TH SESSION

PLENARY

Agenda Item 5: Election of Member States to be represented on the Council

CANDIDATURE OF TURKEY

(Presented by Azerbaijan, Georgia, Turkey and Ukraine)

EXECUTIVE SUMMARY

The Paper seeks the support of all Contracting States for Turkey's election to the Council of ICAO, in Part III.

<i>Strategic Objectives:</i>	This working paper relates to all of the Strategic Objectives.
<i>Financial implications:</i>	No additional resources required.
<i>References:</i>	A39-WP/2

1. INTRODUCTION

1.1 Turkey is a founding state of ICAO and the European Civil Aviation Conference (ECAC). Since having ratified the Chicago Convention on 5 June 1945, it has always been fully committed to ICAO towards setting global standards and guidance for civil aviation safety, security, efficiency and environmental sustainability.

1.2 As a member of European Civil Aviation Conference (ECAC) and European Organization for the Safety of Air Navigation (EUROCONTROL), it currently discharges key posts in ECAC (Vice Presidency), EUROCONTROL (Provisional Council Presidency) and ICAO (North Atlantic Regional Aviation Safety Group Acting Chairmanship).

1.3 Turkey also pioneered the establishment of a new aviation cooperation group with Azerbaijan, Georgia, Moldova (Observer) and Ukraine in 2013 namely the Black Sea Caspian Group to enhance regional cooperation within ECAC and ICAO.

1.4 Turkey actively promotes cooperation beyond its immediate neighbourhood by having been a host-country for the 1st Turkey-African Civil Aviation Conference in 2012 (Izmir), 1st Turkey-Latin American Countries Civil Aviation Conference in 2013 at the level of Ministers (Izmir) and ICAO Air Services Negotiation Conference in 2015/ICAN2015 (Antalya).

1.5 Today this is just as true as Turkey spares no effort in support of the strategic objectives of the Organization and works closely with all countries and aviation partners to achieve universal goals in civil aviation. Raising its representation by maintaining a Permanent Delegation in the ICAO Headquarters since 1990, Turkey closely monitors the Council, ANC and other Committees as observer and participates in almost all ICAO meetings, seminars, panels and working groups.

1.6 Furthermore, Turkey contributes to the ICAO Secretariat with seconded staff since 2013. The importance Turkey attributes to achieving these goals can also be traced in its efforts for regional cooperation in aviation. Turkey provides assistance on aviation safety and security issues to a number of States in its region and beyond in line with the ICAO initiative 'No Country Left Behind'. Turkish cooperative efforts include technical support, training, and provision of equipment. In fact, as recently as 2015, two MoUs were signed with ICAO in order to contribute to ICAO global and regional initiatives.

2. AVIATION IN TURKEY

Over the last decade, Turkey has been enjoying an astonishing growth in annual traffic and expects double-digit growth in the years to come. Liberalization of the domestic market was the first step of this reform process resulting in a competitive environment that led to rapid growth.

Turkey is the 17th largest economy in the world and 6th largest in Europe. It is the fastest growing economy in Europe and one of the fastest growing economies in the world with an average annual real GDP growth rate of about 5 per cent over the past decade. Turkey now ranks 11th and 10th worldwide in tones-kilometres and passenger kilometres performed on scheduled services respectively.

Turkish total civil aviation revenue increased from 2.2 billion US dollars in 2003 to 26.6 billion US dollars by 2015. It serves 82.7 million international passengers to almost 200 international scheduled destinations from 37 international airports. There are 13 air carriers, with 3 of them being cargo airlines. In 2023, which will be the centennial of the Republic, the goal for Turkish commercial air transportation fleet is 750 aircraft.

Our flag carrier, Turkish Airlines, flies to 291 destinations in 115 countries; more than any other airline in the world, and was named by SKYTRAX the best Airline in Europe for the 5th consecutive year. Turkish Airlines ranks 12th and recorded the highest year-on-year growth rate of (14.1 per cent) according to ICAO air transport outlook in December 2015. In addition to our flag carrier, Pegasus Airlines which was the fastest-growing company in 2011 and 2012 in European Region, is the second largest airline in Turkey. With the contributions of 12 airline operators, 30 air taxi operators, 71 general aviation operators, 25 balloon operators and 4 cargo operators Turkish Civil Aviation becomes stronger.

TAI - Turkish Aerospace Industry is the fastest growing aerospace company in the world with over one billion dollars annual exports. TAI continues to work on the design and production of a new helicopter, in addition to the "Hürkus" Basic Trainer Aircraft Project, which is in the final phase of the type certification process with the European Air Safety Agency (EASA).

2.1 Safety

2.1.1 Turkey's top priorities in the field of civil aviation are to maintain high levels of safety, 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 and elsewhere as needed.

In addition to this, to meet the objectives in maintaining a high level of safety, the audits within the European Aviation Safety Agency (EASA) Safety Assessment of Foreign Aircraft (SAFA) programme, of which Turkey is a founding member, have been given special importance. The audit results of recent years demonstrate that the average result of the Turkish air carriers are better than those of the other programme partner air carriers.

Turkey successfully handles the challenge of maintaining sustainability and a high level of safety and security of the Turkish civil aviation sector having more than 14 per cent annual growth rate. We strongly believe that regional and global cooperation are essential tools for reaching these objectives. Therefore, Turkey fully supports both bilateral and multilateral cooperation in the field of safety.

2.2 **Security**

2.2.1 Aviation security is one of the main priorities of Turkey considering the current threats and situation in our region. National Civil Aviation Security Programme (NCASP) is kept up-to-date to cope with the threat against international civil aviation. Turkey is open to all external inspection requests including States under increased threat. Turkey's aviation security system had been audited under the ICAO USAP-CMA programme and in fact the country was the second State audited. The audit result with a 93.63 per cent effective implementation, proves the strength of our oversight system and the importance given to aviation security.

Turkey has strong relations and cooperation not only with ICAO and ECAC but also with States in our region and other regions. Technical capacity-building activities are performed both for Turkey and States involved.

2.3 **Aerodromes and Air Navigation**

2.3.1 Istanbul Ataturk Airport, Turkey's largest; ranks 13th in the world in terms of passenger volume in August 2014. Construction of the world's largest airport with 150 million annual passenger capacity in Istanbul is underway. The first phase of this third airport in Istanbul is expected to be operational on early 2018.

2.3.2 The Directorate General of State Airports (DHMI) is Turkey's air navigation services provider. As recently as 2015, DHMI has served more than 1.8 million flights executed over Turkish airspace of approximately one million square kilometres. While fulfilling its task of such magnitude, DHMI makes use of the latest state of the art facilities. Moreover, to provide safe air navigation services within the Turkish airspace which is strategically important, a renewal project called SMART using modern equipment has been implemented in close cooperation with the related stakeholders and military authorities.

2.4 **Air Transport**

2.4.1 In the area of air transportation and related demographic, geographical, socio-cultural and economic factors, Turkey has introduced the first of a number of fundamental changes in order to progress the civil aviation sector and aviation policies it implemented within the last 10 years by making

use of advantages detailed in the preceding paragraphs. Turkish civil aviation has entered a very rapid growth process by following a competitive and liberal policy in the aviation sector.

Turkey has increased bilateral and multilateral efforts to improve its international air transport via continuous cooperation in various international platforms and has signed and ratified various bilateral and multilateral transport agreements. Turkey has bilateral air transport agreements with 165 ICAO members. With the projects Turkey has implemented, the Turkish civil aviation sector has achieved success not only in the increase of night traffic but also in many areas such as operating airports, ground services, air taxis, flight schools, maintenance services and cargo transport.

2.5 **Environment**

2.5.1 From the aspect of environmental protection, as a Council candidate country, Turkey carries on supporting the work conducted by the CAEP towards reducing the global warming impact of aviation and closely follows the developments as an Observer.

Turkey supports the development of global market-based measures (GMBM) to address the growth of international aviation emissions. To have a better understanding of the mechanism, Turkey attended the second round of Global Aviation Dialogues (GLADs) seminars held in The Netherlands from 4 to 7 April 2016. Turkey is also one of the countries that has voluntarily submitted its national action plan to reduce CO₂ emissions from international civil aviation to ICAO. Lastly, the Green Airport Project which aims to reduce, and if possible eliminate, the adverse effects of organizations operating at airports on environment, continues on a completely voluntary basis.

2.6 **Training**

2.6.1 Acknowledging the needs of a fast-growing industry for sufficiently trained aviation personnel, the Government of Turkey has put efforts into lowering the fuel price for Aviation flight schools, which has enabled schools to lower prices and attract more students.

Turkey is also a model country for the training of civil aviation personnel. The Government of Turkey has subsidized flight schools by lowering fuel prices. The lowered costs of training programmes has resulted in an increase in the number of night school students. Turkey also provides training to civil aviation personnel from various developing countries which do not have the necessary means. The private sector has training programmes in the civil aviation sector for both Turkish and foreign nationals. Its number of aviation related personnel has increased by 188 per cent reaching 187,459 over the past twelve years.

2.6.2 Within the context of ICAO USOAP, three Safety Oversight Audits have been performed in Turkey since 2000 and an ICVM was performed in 2013 under Continuous Monitoring Approach with success. Moreover, Turkey regularly attends CMA workshops and NCMC/ENCMC conferences organized by ICAO and EASA, and more than 20 Turkish DGCA auditors have successfully completed the computer based trainings (CBT) to be an ICAO USOAP auditor and are ready for on-the-job-training (OJT). In fact, two of the individuals who had satisfactorily completed OJT have since become ICAO auditors.

2.6.3 In 2015, two MoUs were signed with ICAO in order to contribute to ICAO global and regional initiatives. Turkey has also committed to provide training fellowships and OJTs to a certain number of auditors every year. We are very proud of contributing to the AFI Plan as a member of AFI Steering Committee and very keen to continue supporting African civil aviation safety and security.

3. **CONCLUSION**

3.1 These facts clearly demonstrate Turkey's readiness for its long-delayed membership to the Council of ICAO. This was also acknowledged by ECAC as it included Turkey in its list of eight countries for the eight Council seats held by the European countries.

3.2 In line with the foregoing, the Government of Turkey believes that Turkey's election to the Council from Part III will not only provide her with the opportunity to further contribute to the efforts towards realizing the objectives of the International Civil Aviation Organization, but will also be a significant step forward in ensuring a more equitable and balanced representation of ICAO Member States in the Council.