

- 26 narrow body was delivered , 2016
- Postponed delivery of orders for 2017-2018
- 61 wide body, 245 narrow body, total 338 airplanes
- Still have the target for 375 airplanes by 2020
- And 550 airplanes by 2023
- A new Training Center by 2018 with 49 simulators
- 4100 pilots, 650 foreign
- 117 countries, 243 international, 43 domestic cities
- % 51 private sector ,on exchange market
- % 49.12 was state owned just transferred to " Asset Fund", still State owned
- 11 wide body total 32 airplanes grounded last three months on 2016
- Began to fly on February , 2017
- % 1.5 raise last year ,although the deal was % 9 for all the staff
- Also the effect of exchange rate in \$, € caused the salaries to stay low
- 280 pilots , % 70 is foreign left the company, Qatar, Ryan Air ,NG
- GOOD □ There begin the meetings to put an Air Law that covers the flight crew rights to be in the Constitution and Talpa is in this
- Whenever it is achieved , we would have a y basis to have a Pilot Union and for sure to cover all airlines that means almost 6500 pilots for now who are looking for...



Turkey Aviation Industry in 2016

2016 was a difficult year for the aviation sector in Turkey. The airline industry that was growing since 2003 in Turkey, has been seriously affected. And the decrease in capacity has even reached two digit numbers which eventually caused the salaries to decrease and even some companies were not able to pay the salaries for same time. While the pilots in Turkey and in THY were just recovering from these issues that affected us, there came the restriction rules from US and UK.



U.S. & U.K. Electronic Ban

U.S. & U.K. have recently banned the carriage of laptops, tablets and other portable devices on board for flights from certain Muslim majority countries among which there are ASAP members. The U.K. ban applies to six countries; Turkey, Lebanon, Jordan, Egypt, Tunisia and Saudi Arabia while the U.S. ban covers 10 airports in eight Muslim majority countries. This restrictive measure which has begun with the US was supported by the UK government. Although, this restriction rule was taken because of security reasons as it has been put forward what we feel like this is not the real concern. Because while UK is supporting US about e-ban, after a short time they excluded three countries; UAE, Qatar, Morocco. These developments raised our concern even more.



U.S. & U.K. Electronic Ban

Turkey, as a country who has signed under all the international agreements related to the safety and security in Aviation sector is complying with these agreements. The international authorities certifies the airports in Turkey about these measures and how they have been implemented . We like to get your attention on a statement which Alexandre de Juiac , CEO of IATA also mentioned addressing to U.S. government;

'Public confidence in our commercial aviation system security is a foundation on which our industry rests. Member airlines and their passengers are rightfully questioning why laptops pose a security risk on some flights and not others. While we do not have access to the intelligence, our Middle East and North Africa members are challenging why they are being singled out when any person intent on causing harm could simply fly to continental Europe and carry the same laptop on board a direct flight to the UK on a UK or foreign carrier. This tactical measure must not be considered a long-term solution to whatever threat you are addressing.'



Why this Ban is unrealistic?

The different scope of countries of these two bans implies intention other than a viable security threat.

Neither US not UK have asked the opinions of the decision makers from the aviation industry before putting this ban into action.

It would be easy to overcome the restrictions of this ban by any malignant terrorist.

The electronic ban could also result in other safety threats such as the threat due to carriage of lithium batteries in one package.



What we ask for?

And we expect and like to have support from ASAP MA in any way like writing a support letter to TALPA.

As pilots we do not want to deal with political issues but to fly just secure and safely since we do work not only in our countries but on every where in the World with any airline company. On the other hand, all safety and security measures were expected to cover all aviation sector by all means as it had happened after 9/11 and Germanwings Accident after making the consultations and coordinations by governments and related institutions.

As a member of ASAP we feel that every passenger, that we lose because of this question raising e-ban restrictions is also a passenger that the Star Alliance Group is losing, too.

And yet we do not know how broad that kind of restriction could have been widened.

From this respect any support that the ASAP MA gives to us is important. And we demand your support on this subject for our common purposes.

Hope you do and it writes that " Hope never disappoints. "