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Global Air Travel Growth Continues Amid Capacity Expansion Challenges, Says IATA

The International Air Transport Association (IATA) has released its air passenger market analysis for March 2025, highlighting continued growth in global travel demand despite mounting pressures on capacity and operational infrastructure.

Moderate Growth in Global Passenger Demand

Total passenger traffic, measured in revenue passenger kilometers (RPK), rose by 3.3% year-on-year in March 2025. However, capacity, measured in available seat kilometers (ASK), outpaced demand with a 5.3% increase, resulting in a systemwide load factor of 80.7%—a decline of 1.6 percentage points (ppt) compared to March 2024.

International traffic grew by 4.9%, while domestic demand showed a modest increase of 0.9%. Capacity growth in both segments led to lower load factors: 79.9% (-1.7 ppt) for international and 82.0% (-1.3 ppt) for domestic markets.

"Passenger demand grew by 3.3% year-on-year in March, up from 2.7% in February. But capacity growth continues to outpace demand. This has led to a drop in load factor from historic highs," said Willie Walsh, IATA's Director General. "While North America's slight contraction warrants attention, the overall global trend remains upward. The priority now must be on resolving supply chain disruptions and scaling airport and air traffic management capacity."

Regional Highlights – International Markets

- *Asia-Pacific: The strongest performing region with a 9.9% rise in international RPKs. Capacity surged 11.6%, while the load factor dipped to 84.1% (-1.3 ppt).*
- *Europe: Demand grew by 4.9%, with a 6.9% increase in capacity. Load factor fell to 78.2% (-1.5 ppt).*
- *Middle East: The only region with a demand decline (-1.0%), likely due to Ramadan's impact. Capacity rose 2.8%; load factor dropped to 74.6% (-2.9 ppt).*
- *North America: RPKs declined by 0.1%, an improvement from February's -1.5%. Capacity rose 2.0%; load factor declined to 83.0% (-1.8 ppt).*
- *Latin America: Demand rose 7.7%, capacity increased 12.1%. Load factor declined to 80.9% (-3.3 ppt).*
- *Africa: Saw a 3.3% demand increase with a modest 3.5% rise in capacity. Load factor held relatively steady at 70.1% (-0.2 ppt).*

Domestic Market Insights

Global domestic traffic increased by just 0.9% year-on-year in March, affected by contractions in the U.S. (-1.7%) and Australia (-1.2%). In contrast, India and Brazil posted double-digit and high single-digit growth at 11.0% and 8.9%, respectively.

- *India: Leading domestic growth with an 11.0% demand increase, though*

capacity surged even faster at 14.5%, pushing the load factor down to 83.3% (-2.6 ppt).

• Brazil: Demand rose 8.9%, capacity 8.3%; load factor increased slightly to 80.4% (+0.4 ppt).

• Japan: Demand grew by 8.0%, with a notable 4.2 ppt gain in load factor to 84.4%—the highest among all domestic markets tracked.

• China: Saw 1.7% demand growth with a slight capacity contraction, resulting in a higher load factor of 83.2% (+2.1 ppt).

• United States: Continued decline in demand (-1.7%) while capacity expanded 4.2%, leading to the sharpest drop in load factor (-4.8 ppt to 80.3%).

• Australia: Despite a 4.1% capacity reduction, demand fell only 1.2%, leading to a load factor improvement to 81.8% (+2.4 ppt).

While global demand for air travel continues to recover and grow steadily post-pandemic, disparities between capacity and demand are pressuring airlines and infrastructure providers. Regional and market-specific dynamics—ranging from seasonal religious events to economic uncertainty—are shaping short-term trends, but the overall trajectory remains positive. IATA emphasizes the urgent need for investment in air traffic management and supply chain resilience to support future growth.

Enjoy the issue …

Ayşe Akalın
Editor in Chief

From Tokyo to Istanbul: **ANA's New Route Marks a Strategic Leap**

CEO Shinichi Inoue shares insights into the booming demand, regional cargo growth, and how ANA is aligning tech innovation with global connectivity.

Ayşe Akalın: ANA officially launched direct flights between Istanbul and Tokyo Haneda in February 2025. How does the Istanbul–Tokyo route fit into ANA's broader European network strategy?

Shinichi Inoue: The new direct flight to Istanbul will enhance our connections to the Middle East and Africa. As a key part of our network strategy, this route not only meets local demand but also supports transfer demand. Strengthening the hub requires capturing both, making this route indispensable.

Ayşe Akalın: What initial demand trends have you observed on this route? Are passenger loads and booking patterns aligning with expectations?

Shinichi Inoue: We estimate 10-20% to be Business travelers, 80-90% being leisure demand.

The fourth quarter results showed that the passenger numbers were 2.6 times the expected amount.

Ayşe Akalın: With three weekly flights operated by the Boeing 787-8, are there any plans to increase frequency or deploy larger aircraft as demand grows?

Shinichi Inoue: Not at this point. We are now focusing on stabilizing the new route. Given the route's strategic importance within ANA's network, we remain dedicated to enhancing its performance to better serve our customers.

Ayşe Akalın: What are the most common connecting destinations for passengers flying from Istanbul to Japan via Haneda?

Shinichi Inoue: At present, the final destination is Tokyo, and demand for domestic connections from Haneda Airport to Japan is limited. Of these, Osaka is the most connecting domestic city via Haneda and followed by Sapporo.

Ayşe Akalın: Cargo demand between Turkey and Japan is rising, especially in food and apparel sectors. How is ANA leveraging the Istanbul route to grow its cargo operations in the region?

Shinichi Inoue: We aim to utilize Istanbul as a hub for connections with Europe and Africa, in addition to handling cargo to and from Asia, including China, for both inbound and outbound flights.

Ayşe Akalın: ANA currently operates a

modern fleet of 242 aircraft. What upcoming fleet developments or acquisitions are planned to support network expansion?

Shinichi Inoue: Not at this point. We are now focusing on stabilizing the new route. Given the route's strategic importance within ANA's network, we remain dedicated to enhancing its performance to better serve our customers.

Ayşe Akalın: ANA is globally recognized for its attention to detail and premium hospitality. How do your Business and First-Class products reflect the "Omotenashi" spirit on international long-haul flights?

Shinichi Inoue: We provide high-quality Japanese and Western menus created by our own caterer, with a focus on exceptional dishes from Japan. We also offer collaboration menus with renowned restaurants. Our special in-flight meals, including dietary options, are designed to cater to all customers, including those with restrictions. Our B777-300ER aircraft offers private seats with doors in both First Class and Business Class for added privacy and comfort.

Ayşe Akalın: Premium Economy has become a growth segment. What unique value does ANA offer in this cabin to differentiate itself?

Shinichi Inoue: In Premium Economy we offer light snacks and beverages from Business Class between meal services. We are focusing on Premium Economy service on the Honolulu route, offering unique menus served on chinaware and maximizing seat pitch and legroom for added comfort. Our latest Premium Economy seats, announced on April 9th, are designed with advanced technology and ergonomics to provide the highest level of comfort and usability, with increased seat pitch and recline. These new seats will be introduced on Boeing 787-9 aircraft starting in FY2026.

Ayşe Akalın: How is ANA using technology to enhance inflight entertainment, connectivity, and personalized passenger experience across all cabin classes?

Shinichi Inoue: We offer Wi-Fi service on all international routes (excluding operations on certain aircraft types), with free and unlimited access in First and Business classes. Economy class allows free texting. We provide entertainment content in multiple languages and all class seats have USB ports and in-seat power on international flights. The B777-300ER features large 4K monitors for seat TVs in First and Business classes.

Ayşe Akalın: Under your "ANA Future Promise" program, ANA has committed to net-zero emissions by 2050. What milestones have already been achieved in this journey?

Shinichi Inoue: Under our "ANA Future Promise," we are firmly committed to achieving net-zero CO2 emissions by FY2050, recognizing the vital role we play in a sustainable future. We've established clear milestones along this journey, and we're pleased to share the progress we've made:

Our midterm goal for FY2030 is a significant reduction of over 10 percent in CO2 emissions compared to our FY2019 baseline. We are proud to report that by FY2023, we had already surpassed this target, achieving a 15.1% decrease in CO2 emissions relative to FY2019. This demonstrates our proactive approach and the effectiveness of our initial initiatives.

Even as we navigate the recovery of our production levels to pre-COVID-19 figures, we remain steadfast in our commitment to further emission reductions. As of 2024, the ratio of fuel-efficient equipment is 80.3%, with plans to update towards approximately 90% by 2031. Examples of other CO2 emission reduction are, “innovative measures by flight crew members”, “engine cleaning”, and “optimization of flight routes”.

Ayşe Akalın: What recent investments or innovations have been made in digital transformation—such as app-based services, real-time flight information, or biometric boarding?

Shinichi Inoue: We have made digital transformation a key theme of our management strategy. As a specific example of our efforts, in 2012, we were the first in the world to distribute iPads to all flight attendants. This enables them to not only refer to manuals but also check passenger information. For instance, if a delay occurs on an outbound flight, flight attendants can now apologize to passengers on the return flight. We have also improved the customer experience by ensuring that requests for assistance received at the check-in counter are coordinated with the flight attendants and the arrival airport staff.

Starting in 2024, we have introduced the latest technology to directly connect iPads among cabin attendants. This system allows all flight attendants to confirm the food and beverage requests of each passenger and respond quickly and as a team, even when the network environment is unstable on board the aircraft.

We are also promoting the use of generative AI. All executives and employees of the Group can now use Google's Gemini and have started using AI as a work companion. Additionally, we have implemented AI for our customers. There is a chatbot on the inquiry page of our website that utilizes AI. For example, we used to require customers to call us to inquire about waiting lists for award tickets, but now the AI chatbot can handle such inquiries. This has significantly reduced the number of inquiries to the contact center, improved the customer experience by eliminating call waiting times.

Ayşe Akalın: Japan–Turkey cargo demand is growing, especially in frozen food, textiles, and high-value products. How does ANA plan to scale its cargo operations on this corridor?

Shinichi Inoue: We think that the market in Turkey, both for exports and imports, will continue to expand. Our target commodities, in order to scale up our cargo business, are as follows:

- From Japan, we transport auto parts and electronic materials.

- From Turkey, we transport auto parts, garments, textiles, fresh food, and Turkish wine.

- Export demand from Turkey is not only to Japan, but also to Asia and Oceania. Our main target is shipments bound for Japan, followed by shipments to Asia and Oceania (including China, ASEAN countries, and Australia).

*- There is also the possibility that Turkey could be an alternative location for factories in the EU to move to in order to avoid the tariff impact between the US and the EU due to President Trump's policies. Turkey's tariff*percentage for goods bound for the US is lower than that of the EU. We need to keep a close eye on this situation. If factories do move to Turkey, the positive impact would not only be felt in the US market, but also in Asia.

Ayşe Akalın: ANA has experience transporting unique cargo like racehorses, satellites, and precision machinery. What kind of special cargo opportunities are you targeting through Istanbul?

Shinichi Inoue: One of the largest industries is the automobile industry. TOYOTA has a large factory located in the suburbs of Istanbul. We are interested in exploring business opportunities to procure related materials and vehicles from this location.

In addition, other unique commodities from Turkey include Turkish wine and food products

ACI EUROPE RACE 2025 Concludes in Dalaman: **Regional Airports Urge EU for Strategic Action**

The ACI EUROPE Regional Airports Conference & Exhibition (RACE) was successfully held in Dalaman, Türkiye, hosted by YDA Dalaman Airport, gathering key airport operators, policymakers, and stakeholders from across the continent. The event served as a vital forum for dialogue on the future of regional air connectivity, regulatory frameworks, and long-term financial sustainability — with Aviation Turkey Magazine honored to participate as the Media Partner.

The opening session featured remarks from high-profile speakers, including:

- *Ella Soltani, Managing Director, To70 Belgium*
- *Yiğit Laçin, CEO, YDA Dalaman Airport*
- *Enes Çakmak, Director General, DHMI*
- *Andrea Andorno, CEO, SAGAT Torino Airport & Chair, ACI EUROPE Regional Airports Forum*
- *Olivier Jankovec, Director General, ACI EUROPE*

The conference underscored the increasingly urgent economic and connectivity challenges facing Europe's regional airports. While larger regional airports have rebounded strongly — recording a +11.7% rise in passenger numbers compared to 2019 — smaller airports are still grappling with a -35.1% traffic deficit, a reflection of structural market shifts and uneven airline strategies.

Olivier Jankovec: Urgent Policy Shift Needed to Support Regional Airports Amid Growing Pressures

In his keynote address, Olivier Jankovec, Director

Yigit Laçin, CEO, YDA Dalaman Airport; Ayse Akalın, Editor in Chief Aviation Turkey Magazine; Olivier Jankovec, Director General, ACI EUROPE

General of ACI EUROPE, painted a complex picture of the current state of regional aviation, emphasizing the mounting pressures regional airports face and the necessity for a strategic EU-level policy reset.

Enes Çakmak, Director General, DHMI

Current Situation (2025 YTD to February):

- *Passenger demand remains resilient, especially in Southern and Eastern Europe and non-EU markets like Albania.*
- *Smaller regional airports are beginning to recover, yet remain -35% below pre-pandemic traffic levels.*
- *Airline capacity is increasing, but growth is normalizing — the post-pandemic surge has faded.*
- *Airfares are still 37% above 2019 levels (as of August 2024), although a peak may have been reached, especially for transatlantic routes.*

Director General of the European Region of the Airports Council International, Olivier Jankovec

Operational Challenges:

- *Air traffic management (ATM) is under strain; 20% of European airspace is restricted due to the war in Ukraine.*
- *Delays are expected to increase by 20% this summer.*
- *Border control capacity remains a bottleneck, especially with the Schengen Entry/Exit System expected to launch this autumn.*

Long-Term Trends and Strategic Risks:

- *Growth in passenger traffic is forecast through 2028, but will slow due to rising climate compliance costs and regulatory burdens.*
- *The market faces volatility from geopolitical instability, shifting trade policies (especially from the U.S.), and worsening*

climate scenarios (potential 3°C increase by 2060).

• Risks are shifting from supply-side (aircraft availability, airline discipline) to demand-side factors like consumer confidence and the macro-economy.

• The potential decline of the transatlantic market could shift demand to other regions, though profitability risks remain.

Sector-Specific Financial Pressures:

• The dominance of Ultra-Low Cost Carriers (ULCCs) — particularly Ryanair and Wizz Air — continues to grow.

• These airlines are pushing airports to lower their charges, even as their own operating costs rise — €15 billion in additional costs from taxes and climate rules are expected.

Yiğit Laçin, CEO, YDA Dalaman Airport

• Europe's airports are still financially fragile, burdened with €130 billion in COVID-era debt.

• Smaller regional airports are particularly affected due to high fixed costs, low economies of scale, and pronounced seasonality.

• Airport charges have dropped in real terms, while non-aeronautical revenues for airports handling under 1 million passengers remain below pre-COVID levels.

• Seasonality is intensifying, complicating investment planning and operational stability.

Investment & Decarbonization Needs:

• The European airport system requires €315 billion in capital expenditure by 2040 to fund modernization, digitalization, and decarbonization.

• Decarbonization is non-negotiable for the sector's license to operate.

• Progress is being made through ACI's Airport Carbon Accreditation Program, with strong participation by regional airports, including DHMI airports in Türkiye.

Jankovec concluded with a call to action for policymakers, highlighting four critical priorities for the EU and national governments:

1. Extend Operating Aid Beyond 2027

Through the revision of EU Aviation State aid

Guidelines, ensuring that smaller regional airports retain the right to receive vital operating support.

2. Launch an Ambitious EU Sustainable Transport Investment Plan

Including mechanisms like book & claim SAF accounting, dedicated use of ETS revenues for decarbonization, and funding for electrification and renewable integration at airports.

3. Abolish National Aviation Taxes

Which disproportionately harm regional connectivity and undermine aviation's broader economic and social contributions.

4. Preserve and Expand Open Skies Agreements

Ensuring continued market access and resilience across the European air network.

Türkiye's Strategic Role and Future Outlook

The event also emphasized the importance of Türkiye's regional airports in achieving national goals, including the 2023 Tourism Strategy. Jankovec noted that Türkiye could benefit from:

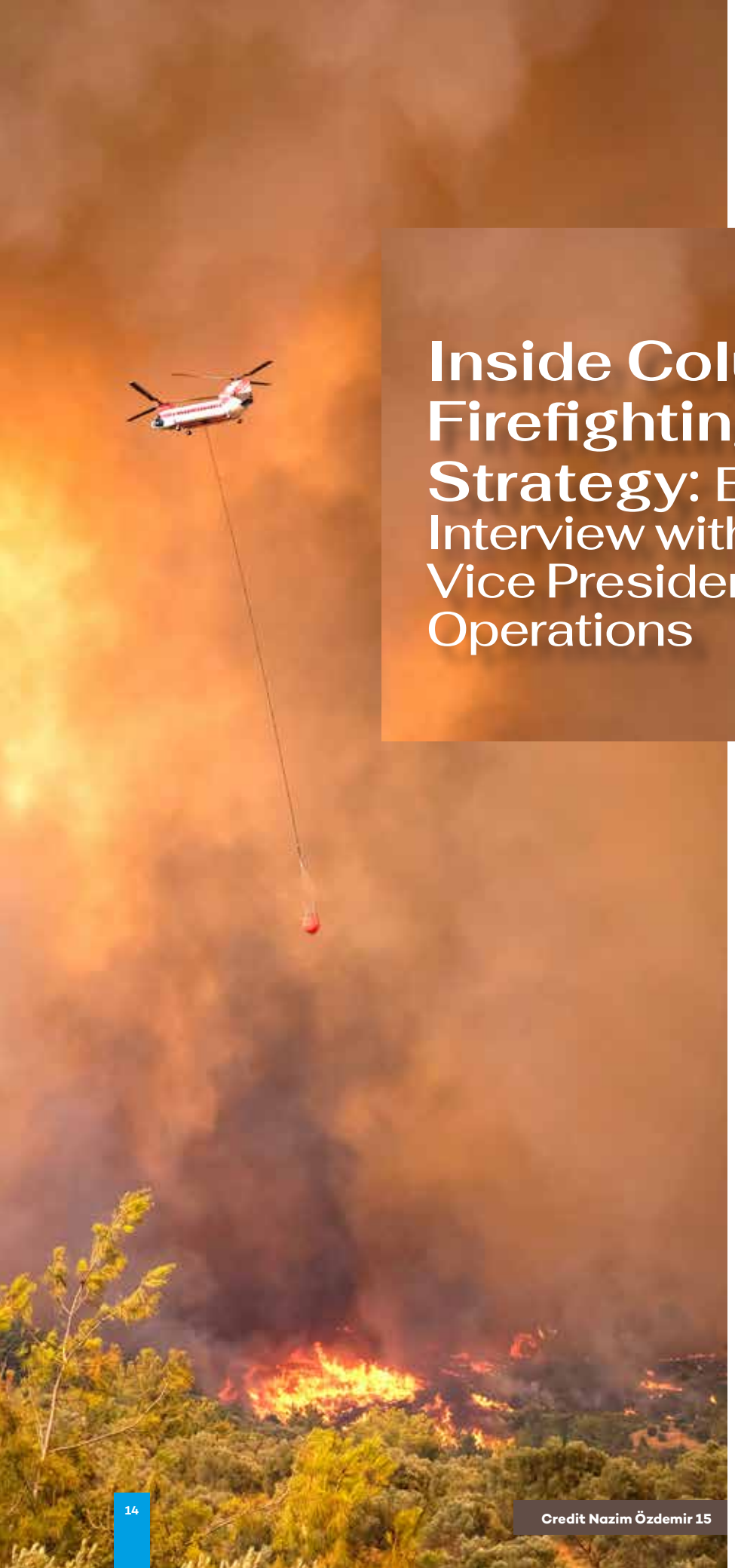
- *Liberalizing foreign carrier access by removing outdated restrictions.*
- *Allowing inflation-linked user charges, empowering airports to reinvest in infrastructure and service quality.*

Andrea Andorno, CEO, SAGAT Torino Airport & Chair, ACI EUROPE Regional Airports Forum

Yiğit Laçin, CEO of YDA Dalaman Airport, affirmed the economic and social importance of regional hubs:

"Regional airports are the backbone of connectivity and development for Türkiye's underserved regions. To maintain their impact, we need policies that support long-term investment, talent retention, and infrastructure modernization."

Andrea Andorno, in his remarks, highlighted the growing dependency on Ultra-Low Cost Carriers (LCCs), whose selective capacity deployment is leaving smaller regional airports behind. This summer, LCC seat capacity at smaller airports is still -27% below 2019 levels, while increasing by +29% at larger airports. In contrast, Full Service Carriers have drastically reduced their seat offerings at smaller airports by -45%



Credit Nazim Özdemir 15

Inside Columbia's Firefighting Strategy: Exclusive Interview with Joe Macci, Vice President of Aerial Operations

Ayşe Akalın: Columbia Helicopters is recognized as a global leader in heavy-lift helicopter operations. What are the key competitive advantages that set your company apart?

Joe Macci: Columbia is known worldwide for reliable, mission-ready aircraft and unmatched performance in heavy-lift operations.

The key competitive advantages we would highlight are:

- *We have over 60 years of experience and a global presence, adapting to local needs through strategic partnerships - like CMC in Türkiye.*
- *Our tandem-rotor standard category helicopters offer unmatched lift (up to 28,000 lbs) and are field-proven in firefighting, disaster recovery, and infrastructure support.*
- *As the FAA Type Certificate and Production Certificate holder for the Model 234*

and 107-II, we control the entire aircraft lifecycle— from design and production to maintenance and operation —ensuring high fleet reliability and performance.

Ayşe Akalın: How is your growth strategy evolving in Türkiye and other international markets?

Joe Macci: We're focused on building long-term partnerships, expanding our mission capabilities, and meeting global demand. In Türkiye, we've doubled our deployed Chinooks since 2021, reinforcing our support for the country's wildfire response. We're targeting growth in North America, Asia, and Australia, where aerial support needs are rising fast. New aircraft like our 107-III and 234SP are part of our strategy to modernize and enhance performance.

Ayşe Akalın: As the FAA Type and Production Certificate holder for the Model 234 Chinook and 107-II helicopters, what are the biggest advantages you offer in terms of MRO (maintenance, repair, and overhaul) services?

Joe Macci: Our MRO services are built on decades of operational experience and full lifecycle control. Our control of the supply chain gives us fast access to proprietary parts and minimizes downtime.

• Our FAA-approved repair station, backed by 200+ skilled technicians, delivers everything from sustainment to upgrades.

• As operators ourselves, we understand real-world maintenance needs and tailor our support accordingly.

• Our focus is on responsiveness and mission-readiness— ensuring our aircraft are always available and reliable.

Ayşe Akalın: Columbia Helicopters and CMC Savunma Sanayi A.Ş. are entering their fifth year of collaboration. How would you describe this long-term partnership?

Joe Macci: This partnership is a core part of our success in Türkiye—it's built on trust and results.

• Since 2021, we've grown from two to four Chinooks supporting Türkiye's Forestry Directorate through 2027.

Joe Macci

• CMC brings critical expertise in the local defense and firefighting space, complementing our strengths.

• Together, we've helped respond to a 29% rise in wildfire incidents—protecting lives and property. (Fire incidents up from 2,950 in 2020 to 3,800 in 2024)

• With strong results and leadership alignment, we see opportunities to expand into broader multi-mission roles.

Ayşe Akalın: How many Columbia 234 Multi-Mission Chinook helicopters will be deployed for the 2025 wildfire season, and how will the operational process be managed?

Columbia 234

Columbia 234

Joe Macci: We're deploying four—possibly five—Model 234 Chinooks for the 2025–2027 seasons. Each aircraft carries a 2,600-gallon Bambi Bucket for precise water drops. The program is managed with our long-term partner CMC, under contract with Türkiye's Forestry Directorate. We provide aircraft, expert crews, and dedicated maintenance support to keep operations running at full tempo. Our team works closely with Turkish forestry teams, using a proven model refined over recent seasons.

Ayşe Akalın: What are the key advantages of using the Bambi Bucket system for aerial firefighting in Türkiye?

Joe Macci: We would call out five key advantages:

- *The 2,600-gallon Power Fill Bambi Bucket allows maximum water or retardant delivery per drop—crucial for suppressing large-scale wildfires in Türkiye.*
- *Four high-speed pumps refill the bucket in under 90 seconds – even from sources as shallow as 18 inches, such as ponds or streams.*
- *Variable lift capability lets us optimize payload throughout the mission—maximizing lift as fuel burns.*
- *It outperforms smaller bucket systems by delivering more firepower per trip, reducing turnaround time and boosting efficiency.*
- *It proved its worth in Türkiye's intense 2024 wildfire season, especially in rugged and hard to reach areas.*

234 with Bambi Bucket

Ayşe Akalın: What are the most important lessons learned from past wildfire response operations in Türkiye?

Joe Macci: Past wildfire seasons in Türkiye, particularly the intense 2024 season, have underscored several key lessons. Fires have increased 29% since 2020—making speed and capacity more critical than ever – this is a good match for our Chinooks. We've learned to fine-tune coordination with Turkish forestry teams to ensure accurate drops and clear expectations. Expanding from two to five aircraft taught us how to scale logistics and maintenance for sustained operations. In extreme heat, using shallow water sources helped us maintain tempo despite tough conditions.

Ayşe Akalın: What innovations and advancements do you foresee in helicopter technology for firefighting operations?

Joe Macci: The future of helicopter firefighting technology lies in four key areas:

1. Use of larger tanks to boost drop efficiency.

2. New aircraft like the 107-III and 234SP will include glass cockpits and auto flight controls for better safety and precision.

3. Adoption of sustainable aviation fuels and carbon-reduction practices will support greener operations.

4. Autonomous or semi-autonomous operations may well play a bigger role, easing pilot workload in complex missions.

MRO Structures Repair

Ayşe Akalın: How does Türkiye fit into Columbia Helicopters' broader market strategy? Do you have plans to expand partnerships in the region?

Joe Macci: Türkiye is a strategic market with rising wildfire risks and a clear demand for heavy-lift capability. Our five-year partnership with CMC Savunma Sanayi has built a strong foundation, supporting the Turkish Forestry Directorate with four Chinooks for 2025. We see potential to expand into multi-mission roles, including disaster relief and infrastructure support. Türkiye's location also positions it as a gateway to growth in the Middle East and Europe. We're looking at additional local partnerships to scale logistics, training, and technology integration.

Ayşe Akalın: Are you involved in wildfire response projects in other countries? Which regions are your key growth targets?

Joe Macci: Yes – we operate globally, including the U.S., Canada and Türkiye. Key growth markets include Asia (e.g., South Korea), Australia, South America, and Southern Europe.

- *Rising fire risks in these regions are driving demand – and creating strong opportunities for our aircraft and MRO services*

Ayşe Akalın: Can you share insights into Columbia Helicopters' sustainability initiatives and environmental responsibility efforts?

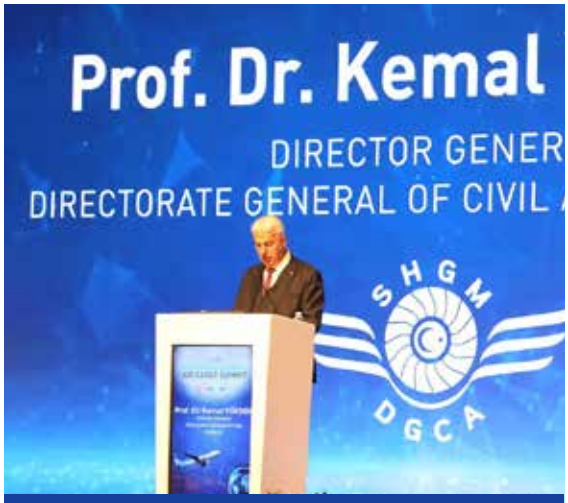
Joe Macci: Sustainability is at the heart of our mission and operational decision making. Our staff are trained to apply eco-conscious practices across global operations. We are investing in fuel-efficient technologies, such as modernized avionics and flight control systems in our newer models to reduce emissions. High-capacity Bambi Buckets lower flight hours and fuel use during firefighting missions

MRO Finishes

ICAO Hosts Inaugural Global Air Cargo Summit in Türkiye: **Digitalization, Sustainability, and Collaboration Take Center Stage**

The International Civil Aviation Organization (ICAO) successfully concluded its first-ever Global Air Cargo Summit last week in Antalya, Türkiye, where representatives from nearly 80 States came together to foster greater efficiency, innovation, and environmental responsibility in air cargo operations.

The three-day summit, hosted by the Turkish Directorate General of Civil Aviation and sponsored by MNG Airlines, attracted over 600 high-level participants from across the global air cargo value chain, including regulators, airlines, airports, freight forwarders, customs authorities, and international organizations. Aviation Turkey served as the media partner of the Summit, providing in-depth coverage and sectoral insights throughout the event.



Prof. Dr. Kemal Yüksek, Director General Directorate General of Civil Aviation

The opening session featured key addresses from industry leaders: Ali Sedat Ozkazanc CEO, MNG Airlines; Enes Çakmak, Director General, Directorate General of Civil Aviation – Türkiye

Ian Saunders Secretary General, World Customs Organization; Mohamed Rahma Director, Air Transport Bureau, ICAO; Prof. Dr.Kemal Yüksek, Director General, Directorate black General of Civil Aviation, Türkiye

In his keynote speech, ICAO Secretary General Juan Carlos Salazar shared a compelling personal story that connected him to the air cargo world: "I myself started my career in aviation working for an old cargo airline. That experience gave me a deep understanding of what

MNG Airlines CEO Ali Sedat Özkazanç

makes air cargo so unique and of the many different ways it benefits States and societies."

He highlighted that although air cargo constitutes only 0.5% of international trade by volume, it accounts for over one-third of the total value. "It is the backbone of our global economy," Salazar remarked. "Every mobile phone, vaccine, semiconductor, or e-commerce package we receive is part of a global chain made possible by air cargo."

He emphasized the growing strategic importance of air cargo in global trade:

"While air cargo represents only half a percent of international trade in volume, it accounts for over a third of the total value. Speed and reliability are the defining factors. We expect this trend to continue, with ICAO forecasting annual growth of 3.2% in air freight volumes through 2050. Meeting this demand requires modernizing regulatory frameworks and removing barriers that hinder cargo operators and global commerce."

He also drew attention to the growing risks associated with dangerous goods, particularly lithium batteries, and emphasized the need to foster a strong safety culture across the entire supply chain. "Today, dangerous goods can make up to 80% of cargo on some flights," he stated, underlining that lithium battery-related fires have already caused fatal freighter incidents.

Technology, innovation, and sustainability formed another central theme. "We are not only working to safeguard air cargo, but to transform it," Salazar emphasized. ICAO's efforts in promoting electronic documentation, automation, artificial intelligence, and sustainable aviation fuels (SAF) were showcased through programs such as ACSAF and the Global Framework for Aviation Cleaner Energy. These initiatives aim to help the sector meet its net-zero emissions target by 2050.

ICAO Secretary General Juan Carlos Salazar

ICAO Secretary General Juan Carlos Salazar & Editor in Chief Aviation Turkey Ayşe Akalın

The Summit also served as a preparatory ground for future regulatory discussions to be addressed at the upcoming ICAO Assembly. "The caliber of our speakers will lead us to far-reaching conclusions and recommendations. This will help shape the future of air cargo," Salazar concluded.

World Customs Organization Secretary General Ian Saunders echoed these sentiments, highlighting the need for strong partnerships between aviation and customs stakeholders:

"The security, resilience, and efficiency of air cargo are essential to the global economy, and this importance will only grow as trade volumes and systemic risks increase."

Throughout the summit, participants engaged in focused discussions on a wide range of critical topics, including:

• Liberalization of market access

• E-commerce integration and infrastructure development

• Cargo release and clearance procedures

• Automation and the role of unmanned aircraft systems

• Dangerous goods handling and overall safety

• Environmental sustainability strategies

Key themes emerging from the summit included:

• The pivotal role of digitalization in enhancing supply chain transparency, efficiency, and security

• The need for harmonized regulatory frameworks across borders to support trade facilitation and risk management

• The urgency of implementing sustainable practices to reduce emissions amid rising demand

• The development of a robust safety culture, particularly regarding the transport of dangerous goods

Ian Saunders, World Customs Organization Secretary General

• The transformative potential of advanced air mobility technologies for cargo delivery

The pandemic-era reliance on air cargo for essential goods — including medical supplies and vaccines — also served as a powerful reminder of the sector's resilience and strategic value.

A highlight of the event was a landmark commitment from MNG Airlines, the summit's key sponsor.

During a special handover ceremony, CEO Ali Sedat Özkazanç presented a formal pledge to ICAO, committing significant financial support toward aviation initiatives aligned with ICAO's Strategic Objectives and its No Country Left Behind initiative.

"This is more than a donation — it's a reflection of our lasting commitment to ICAO's vision and to building a more sustainable and inclusive future for global aviation," stated Özkazanç.

In her closing remarks, ICAO Air Navigation Bureau Director Michele Merkle reinforced the broader implications of air cargo beyond logistics:

"The pandemic taught us that air cargo is a lifeline in global crises — but even beyond emergencies, it is a vital enabler of economic growth, trade, and societal advancement."

The outcomes of the Global Air Cargo Summit will help shape discussions during the upcoming ICAO Assembly in Montréal this autumn, where ICAO's 193 Member States will convene to define the future direction of civil aviation worldwide

Ayşe Akalın, Editor in Chief of Aviation Turkey & Editor & News Director of Aviation Turkey Şebnem Akalın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Reimagining Aviation Through Technology: **Pegasus Airlines and the Future of AI in Flight**

Güliz Öztürk, CEO, Pegasus Airlines

A Skyward Vision: The Next Era of Aviation

The aviation industry stands on the cusp of a technological renaissance - an era defined not just by the adoption of new tools, but by a fundamental shift in how airlines operate, innovate, and serve. At Pegasus Airlines, our ambition is clear: to be not only digitally advanced, but to help shape the future of flight. Our journey toward this future began in 2018, with a comprehensive digital transformation program aimed at embedding innovation into the DNA of our organisation.

Today, as technology continues to revolutionise industries globally, aviation must move beyond legacy systems and embrace intelligent, adaptive, and customer-centric ecosystems. The digital airline of tomorrow is not just about speed or automation - it's about being one step ahead in intelligence, sustainability, and personalisation. Our vision is to be one of the world's top three airlines in terms of effective technology utilisation, and every step we take is in service of this ambition.

AI as Strategic Infrastructure, Not Just a Tool

One of the most profound changes in recent years has been the integration of artificial intelligence - not as an add-on, but as a foundational element of our operational model. At Pegasus, we launched FlyGPT in 2024 to formally position AI as a strategic asset. Through nearly 100 AI use cases, including 30 currently live, we are embedding AI into every facet of our airline - from guest experience to HR, and predictive maintenance to route planning.

AI-powered initiatives like Jety, our virtual cockpit and crew assistant, and Peggy, our multilingual customer service bot, demonstrate the tangible benefits of AI at scale. We've seen customer satisfaction double from the enhanced FlyBot, and internally, over 3,000 employees interact monthly with Hero, our AI-based HR assistant, reporting a 20% higher employee satisfaction score. These figures aren't just metrics; they reflect real gains in agility, responsiveness, and employee empowerment.

Shaping Culture Through Digital Transformation

Yet, technology alone isn't enough. True transformation demands a cultural shift - rethinking every process through a digital lens. At Pegasus, we call this N+1, a framework rooted in the philosophy of always going "one step beyond the best." Our commitment to this mindset is reflected in FlyGPT, our AI enablement program that supports not only operational excellence but also employee empowerment. We design every solution with a human-centric approach — from AI-assisted internal tools to ongoing education and workshops that build AI literacy across teams. This ensures that technology becomes a force multiplier for our people, not a replacement. Our current initiatives include those centred around VR-based safety training and express baggage devices.

We have also modernised core operational systems. SmartTechnic, our mobile app for digital work orders and aircraft maintenance tracking for technicians, and the integration of EFB with AMOS for handling fault reporting and resolution management, ensure that safety and efficiency are enhanced hand-in-hand. Fuel savings, crew communication, and flight planning are all being reimagined through platforms like SkyBreathe, IVR Crew Comms, and LIDO.

The Pegasus Innovation Lab

To accelerate our journey, we launched the Pegasus Innovation Lab in Silicon Valley in 2023 - a move that underscores our intent to become a global digital airline. Here, we collaborate with leading universities and companies, including our most recent partnerships with UC Berkeley, Microsoft and Oracle, as well as engaging with startups to fast-track innovation.

The Innovation Lab also reflects our broader vision of staying closely connected to the startup ecosystem — not just to observe trends, but to lead them. By building early-stage collaborations and piloting cutting-edge technologies, we position Pegasus as one of the first movers in applying scalable innovations across aviation.

Our global partnerships ensure early access to emerging technologies and foster co-development of solutions across the industry. This spirit of collaboration reflects a wider industry imperative: we must not innovate in silos. Shared challenges - whether operational or environmental - require shared solutions.

Responsible Innovation: Ethics, Privacy, and Governance

As AI becomes increasingly embedded in aviation, airlines must also lead with responsibility, including in areas such as data ethics, algorithmic fairness, and regulatory compliance. At Pegasus, our AI-powered recruitment tool was designed with these principles at its core, ensuring fairness in candidate evaluation.

We've also rolled out internal tools like Corporate GPT, which provides a secure, transparent platform for employees to access generative AI, supported by structured training to ensure ethical usage.

The Next Frontier

Looking ahead, the next frontier includes AI-driven voice commerce, AI-agents, hyper-personalised marketing, and adaptive software systems that respond in real-time to operational changes. At Pegasus, our roadmap includes not only tech implementation but organisational redesign, talent development, and ethical foresight.

The future of aviation belongs to those who can blend technology with purpose, scale with agility, and innovate with empathy. As we aim to become one of the world's top three airlines in terms of technology use, we invite our peers across the sector to join this collaborative transformation. Together, we can redefine what it means to fly – easier, smarter, safer, and more sustainably

iGA Istanbul Airport Sets New Milestone for Global Aviation

On 17 April 2025 iGA Istanbul Airport made global aviation history by launching its Triple Independent Runway Operations (TRO). The operation was officially initiated by Minister of Transport and Infrastructure Abdulkadir Uraloğlu. From the Air Traffic Control (ATC) tower, Minister Uraloğlu gave the first command to Turkish Airlines pilots, enabling the simultaneous take-off of three scheduled flights. This moment marked not only a milestone for iGA Istanbul Airport but also a turning point in the history of global aviation.

Abdulkadir Uraloğlu , Minister of Transport and Infrastructure of the Republic of Türkiye

Whereas more than 500 airports worldwide have three or more parallel runways, only four – Hartsfield-Jackson Atlanta International Airport (ATL), Amsterdam Airport Schiphol (AMS), Dallas/Fort Worth International Airport (DFW), and now iGA Istanbul Airport (IST) – are officially certified for Triple Runway Operations (TRO). Among them, IST is the only airport in Europe actively conducting TRO and the first in the region to do so. The successful launch has elevated the young airport even higher into the ranks of the world's elite aviation hubs.

With this pioneering step, Türkiye not only strengthens its strategic role as a global aviation hub but also redefines the boundaries of air traffic capacity, safety, and operational efficiency. The transformation optimises traffic management across European and Asian airspace, making it faster, safer, and more efficient – with a positive impact for the Turkish economy.

Airspace maximisation

Triple Independent Runway Operations (TRO) allow the simultaneous and independent use of three parallel runways for departures and arrivals - a complex choreography of aircraft movement that requires exceptional coordination supported by state-of-the-art technology. The capability enables true independent parallel operations across iGA Istanbul Airport's three runways, marking a monumental step in

airspace management. It allows for an additional 28 aircraft movements per hour meaning there will be shorter waiting times for airlines, fewer delays for passengers, and reduced carbon emissions for the environment.

Precision meets performance

This innovative system plays a crucial role in supporting iGA Istanbul Airport's vision of accommodating 200 million passengers. As a global transfer hub, the airport will now be able to manage its intense passenger and cargo traffic even more efficiently. It also ensures long-term sustainability by preparing the airport for future traffic volumes. A key component of this system, the Airport Collaborative Decision Making (A-CDM) system, enhances the predictability of air traffic movements, improves slot allocation, and ensures more efficient runway usage. These new capabilities will positively impact on the passenger experience.

Thanks to TRO, iGA Istanbul Airport will be capable of handling up to 148 aircraft movements per hour, significantly improving throughput without compromising on safety. This is a game-changer in managing peak-time congestion, reducing delays, and optimising turnaround times for carriers.

On the day of launch, iGA Istanbul Airport, CEO Selahattin Bilgen said: "This is not merely a technical achievement for us, but also a strategic milestone. The Triple Independent Runway Operation stands as one of the most critical cornerstones of this ecosystem. This development enhances not only the efficiency of Istanbul's airspace but also that of Europe and Asia. Istanbul is no longer just a destination - it is now a global aviation hub."

A hub poised for the future

iGA Istanbul Airport is already one of the world's busiest international transit points. The airport is a strategically positioned hub at the crossroads of Europe, Asia, and the Middle East. The implementation of TRO dovetails with Türkiye's broader civil aviation strategy to become a regional and global leader in air transportation.

Ahmet Bolat, Chairman at Turkish Airlines

The transformation process at iGA Istanbul Airport began in 2022. In close cooperation with the General Directorate of State Airports Authority (DHMI), the Directorate General of Civil Aviation (SHGM), Turkish Airlines (THY), Eurocontrol, and other international authorities, a comprehensive safety analysis and airspace design process was carried out. During this period, a total of 500 air traffic controllers underwent 4,500 hours of training based on specially developed operational scenarios for the new system.

The new operational structure is supported by cutting-edge solutions such as advanced radar systems, full A-CDM integration, improved slot management, and digitally optimised taxi times.

Mehmet Kalyoncu, Board Member, İGA Istanbul Airport

In addition, close coordination with Eurocontrol ensures seamless integration with European airspace, reduces delays, and optimises traffic flow. Air traffic control teams use the latest radar systems, navigation tools, and predictive analytics to ensure smooth operations. Real-time data enables controllers to make quick, informed decisions, while predictive tools help visualise flight patterns and prevent potential runway conflicts — a critical advantage, especially during peak travel periods.

Even during its initial construction, the airport's airside infrastructure was designed with this system in mind, ensuring readiness for future demands.

Looking ahead

As global air traffic continues to grow and evolve, capacity and efficiency will define the competitive edge for major airports. The successful integration of TRO has set a new benchmark for iGA Istanbul Airport - one that both serves Türkiye's ambitious aviation ambitions and contributes to enhancing the future of global connectivity.

TRO builds on iGA Istanbul Airport's already-strong value proposition for airlines and passengers alike, offering greater scheduling flexibility, reduced airborne holding times, and enhanced resilience. For an airport soon to celebrate its seventh birthday, this latest development is testament to Türkiye's ambitious leadership; further cementing iGA's growing reputation as a major global aviation hub


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THY Holds Ordinary General Assembly Meeting: **Ahmet BOLAT Re-elected as Chairman**

Turkish Airlines (THY) held its Ordinary General Assembly Meeting with the participation of its shareholders on May 21, 2025, at the company's headquarters in Istanbul.

The meeting reviewed the airline's financial and operational performance for the year 2024, highlighting strong results despite ongoing global challenges.

During the meeting Prof. Dr. Ahmet BOLAT was unanimously re-elected as Chairman of the Board and the Executive Committee. Expressing his gratitude, BOLAT stated that being entrusted with the role once again was both an honor and a great responsibility. He emphasized that Turkish Airlines, drawing strength from its 92-year legacy, would continue its determined efforts to elevate the airline's national carrier identity to even greater heights.

BOLAT thanked all employees, business partners, and the millions of passengers who placed their trust in Turkish Airlines. He also extended his best wishes to the newly appointed board members, affirming the company's commitment to its strategic vision and operational excellence.

"We will keep working to take our national flag carrier further to the top of global aviation. I wholeheartedly believe that our shared success is driven by strong teamwork and strategic determination," BOLAT said in his post-meeting remarks.

The meeting also brought notable changes to the Board of Directors. Fatmanur ALTUN and Hüseyin KESKİN, former General Director of the State Airports Authority (DHMİ), concluded their terms. They were replaced by Gülden NACAR, a private sector executive, and Özgül Özkan YAVUZ, Deputy Minister of Culture and Tourism.

The current top management, including CEO Bilal EKŞİ, will continue in their roles, ensuring continuity in leadership. This decision reflects confidence in the existing team's ability to sustain the company's momentum amid a competitive global environment.

Turkish Airlines Marks 92nd Anniversary: "A Brand That Reaches Not Only the Skies but Also Hearts"

Turkish Airlines (THY), Türkiye's national flag carrier, is celebrating its 92nd anniversary, highlighting a remarkable journey from a modest beginning on May 20, 1933 as a regional airline into a globally recognized aviation brand.

Founded as the "State Airlines Administration" with just 24 personnel and just 5 aircraft, the airline has evolved into a global aviation giant. Today, with a fleet of 479 aircraft and flying to more international destinations than any airline in the world, THY is operating flights to 131 countries worldwide, with 352 destinations, including Türkiye, across 6 continents.

In a commemorative message, Chairman of the Board and Executive Committee Prof. Dr. Ahmet BOLAT described the airline's journey as a "success story," paying tribute to the dedication of the THY family and the support of the Turkish nation.

"From our humble beginnings in 1933 with just five aircraft and fewer than 30 employees, we have grown into a global brand with a fleet of nearly 500 aircraft and a team of 95,000 people. Today, Turkish Airlines holds the distinction of flying to the most countries worldwide," said BOLAT.

He added, "On the occasion of our 92nd anniversary, we take pride not only in reaching the skies, but also in touching hearts. Turkish Airlines is more than just an airline—it is an ambassador of Türkiye's vision, hospitality, and determination to the world."

Looking ahead, THY CEO BOLAT reiterated the company's ambition to be at the top of the aviation industry by 2033, when the airline will celebrate its 100th anniversary. "We aim to connect with even more destinations and turn every journey into a unique experience. I wholeheartedly believe this vision will become reality through the faith and efforts of the Turkish Airlines family," he said.

In his closing remarks, BOLAT extended his gratitude to all past and present employees for their contributions and expressed hope for many more successful years together.

Meanwhile, Turkish Airlines shared a celebratory message across its official social media channels:

"92 years in the skies... We've flown with pride, passion, and determination. You were with us on every journey. Here's to many more years together!"

The airline's institutional evolution has paralleled Türkiye's modern aviation history. Incorporated into the Ministry of Transport in 1938 and renamed the "General Directorate of State Airlines," it officially became "Turkish Airlines" in 1953.

Turkish Airlines' first international flight took place in 1947 on the Ankara–Istanbul–Athens route. The airline expanded rapidly through Europe and the Middle East, and by 1985, it had launched long-haul operations with Airbus A310 aircraft, flying to the Far East and across the Atlantic.

In 2012, Turkish Airlines earned a Guinness World Record for flying to the most countries—a title it reaffirmed in December 2023 with the launch of flights to Chile. As of March 2025, the airline employs 7,652 pilots and pilot trainees and nearly 16,000 cabin crew.

Looking ahead, Turkish Airlines is targeting 813 aircraft and 171 Million passengers annually by 2033, under its long-term strategic growth plan. The airline's 2025 expansion roadmap includes potential new routes to:

- *Abha (Saudi Arabia)*
- *Aswan (Egypt)*
- *Makhachkala (Russia)*
- *La Coruña (Spain)*
- *Lankaran (Azerbaijan)*
- *Nantes (France)*
- *Port Sudan (Sudan)*
- *Atyrau (Kazakhstan)*
- *Haro and Samalkot (Pakistan)*
- *Phnom Penh (Cambodia)*

These destinations will be phased in based on fleet availability and market demand.

Back in 1983, Turkish Airlines celebrated its 50th anniversary with a fleet of only 30 aircraft and 2.5 Million passengers. The growth over the past four decades has been extraordinary—a testament to the airline's strategic vision and Türkiye's expanding global reach.

THY Reports April 2025 Traffic Statistics

On May 5, 2025 National Flag Carrier of Türkiye, Turkish Airlines (THY), which celebrates its 92nd anniveray, has released its traffic statistics for April 2025, demonstrating continued strong growth and performance on both international and domestic routes.

According to consolidated April 2025 Traffic Results (including both Turkish Airlines main brand and AJet data) that disclosed through the Public Disclosure Platform (KAP), the airline welcomed a total of 7.4 Million guests during the month, up 5.6% compared to 7 Million passengers in April 2024. According to a statement issued by the airline's Press Office, the number of international-to-international guests welcomed onboard increased by 19.6% to 2.9 Million from 2.4 Million in the same period of 2024. The strong passenger traffic in April 2025, particularly the robust growth in international traffic compared to the same period last year, also indicates a continued recovery in passenger traffic.

The airline recorded a passenger load factor (L/F) of 83.2% in April, which is 2.3 points higher than the same period of 2024. The load factor for international and domestic routes stood at 82.3% and 83.5%, respectively. The total volume of Available Seat Kilometers (ASK), which was 20.3 Billion in April 2024, increased by 7% to 21.7 Billion for the same period of 2025. These figures highlight THY's strong growth and operational efficiency. In April 2025 cargo-mail volume of the airline increased by 5.5% from April 2024, totaling 171.6 Thousand tons.

According to consolidated April 2025 Traffic Results by the end of April 2025, the number of aircraft in the fleet was 476. In its December 2024 Traffic Results, the airline had disclosed that the number of aircraft in its fleet, which took delivery of its 400th aircraft on February 24, 2023 and carried its 1 Billionth passenger in April, reached 492 aircraft by the end of December 2024.

The airline's April 2025 Traffic Results also included the traffic results for the January – April 2025 period. The data indicates a continued growth trend across key performance indicators, reflecting the airline's resilience and strategic focus on operational excellence.

According to the results:

- *The total number of passengers increased by 3.3%, rising from 25.5 Million in the January–April 2024 period to 26.3 Million in the same period of 2025.*
- *The number of international-to-international transfer passengers saw a strong 8.1% growth, reaching 10.8 Million, up from 10 Million in the same period of 2024.*
- *The passenger load factor improved by 0.7 percentage points, reaching 81.3%. This includes 81.1% on international routes and 82.8% on domestic routes.*
- *Available Seat Kilometers (ASK) increased by 5%, from 78.7 Billion to 82.7 Billion, highlighting the airline's expanding capacity.*
- *A total of 652.5 Thousand tons of cargo and mail were carried during the period, marking a 2% increase compared to the 639.9 Thousand tons recorded in the same period last year.*

Turkish Airlines Reports Net Loss in Q1 2025

Turkish Airlines (THY), the national flag carrier of Türkiye, has announced a net loss of 1.81 Billion TL (approx. $47 Million) for the first quarter of 2025, reversing a profit of 6.93 Billion TL posted during the same period last year.

The financial results, covering the period from January 1 to March 31, were submitted to the Public Disclosure Platform (KAP) on April 28, 2025. Despite the net loss, sales revenue rose by approximately 20% year-on-year, reaching 176.7 Billion TL ($4.6 Billion), up from 147.2 Billion TL ($3.83 Billion) in Q1 2024.

While the market had anticipated a net profit of around 500 million TL, several cost-related pressures contributed to the unexpected loss:

- *Personnel expenses surged by 44.6% in USD terms, increasing from 1.0 Billion Dollar to 1.35 Billion Dollar, equivalent to 12.1 Billion TL at current exchange rates.*
- *Financial expenses rose by 36.3%, reaching 16.17 Billion TL.*
- *The company's fuel costs, which account for nearly 30% of total expenses, may see improvement in coming quarters due to a 20% annual decline in oil prices.*

The balance sheet as of March 31, 2025, shows:

- *Total equity: 717.3 Billion TL (18.7 Billion Dollar)*
- *Total debt: 817.5 Billion TL, marking a 13.6% increase compared to end-2024*

The company closed the full year of 2024 with a record net profit of 113.3 Billion TL (2.95 Billion Dollar). Despite the loss, exchange rate dynamics may work in favor of the airline. Currently, 38.3% of THY's revenues are in USD, while 47.3% of its expenses are also USD-denominated. The depreciation of the dollar following the Trump-era tariffs and a stronger euro are seen as potentially positive developments. However, the same tariffs may lead to a contraction in cargo revenues

Istanbul Airport

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Why Data is the New Fuel in the Age of AI, and How it Transforms Aviation

By Mehmet Keyvan CEO & Founder of KEYVAN Aviation

In today's AI-powered world, data is no longer just a by product of operations, it is become the core input that fuels intelligent systems. Imagine if you close the access of ChatGTP to the data sources and asking a question. From healthcare to finance, agriculture to aerospace, artificial intelligence has shown remarkable potential. But there's an important catch: without data, AI is blind, deaf, and fundamentally useless.

In aviation, where precision, safety, and timing are everything, the demand for high-quality, real-time, and context-rich data is more critical than other industries, as we are starting to think and evaluate the AI based tools, which all need data. The future of flight, eVTOLs, autonomous systems, smart airports, predictive maintenance, and dynamic route optimization, hinges on the quality and accessibility of data that AI systems rely upon. The AI needs to analyse the accurate data to offer us a corrective action. Artificial Intelligence, despite its name, does not create intelligence out of thin air. It learns from historical data , operational datasets, patterns, correlations, and trends hidden in massive datasets. Whether it's machine learning, natural

language processing, or computer vision, every AI model starts with one important thing, which is training data. Without it, there is no learning, no adaptation, and certainly no decision-making will be possible. Just imagine trying to train a pilot without ever letting them see an aircraft or experience a flight. That's AI without accessing to the data. Poor or inaccurate data leads to flawed predictions, wrong decisions, and system failures, and if users trust the decision and suggestion provided by AI then the result would be a mass. In high-stakes sectors like aviation, the consequences can be catastrophic. Using open sources data which could be accessible to any kind of misleading , changes and political directions is also too risky in the mission critical operations in the aviation sector.

Data in Aviation: A Matter of Safety and Strategy

In aviation, data is not just a resource, it's a critical lifeline. The safe operation of aircraft, helicopters and the efficiency of air traffic flow, and the reliability of decision-making all depend on the quality, accuracy, and timeliness of the data flowing through aviation systems. From the moment a flight is planned in the airlines marketing department, or government mission control center, to the time the wheels touch down, data available , collected and governs every phase of the journey. Navigation databases, provide the foundational information for Flight Management Systems (FMS), avionics, and simulator training programs. These databases include essential inputs like waypoints, airways, procedures (SIDs, STARs, approaches), holding patterns, and restricted areas. If any of this data is outdated, missing, or incorrectly coded, the aircraft's navigation capabilities can be compromised—potentially leading to route deviations, airspace violations, or in the worst cases, Controlled Flight into Terrain incidents. In today's operational environment, static data is not enough. Real-time or near-real-time data feeds are now essential for day to day operation and AI-enhanced aviation systems: Weather updates, NOTAMs, which can instantly alter operational planning, Flight and ground traffic information, particularly important for congested airspace or major hub airports, and Dynamic airspace management data, including temporary military activity or emergency restrictions. AI systems analyse this data to generate real-time alerts, recommendations, and even autonomous rerouting, enhancing both safety and efficiency and support to reduce the pilots workload , better airspace management and reduce the risks. Modern aircraft generate terabytes of sensor data on each flight. This includes information about engine performance, hydraulics, avionics, fuel systems, structural loads, and more. AI systems use this telemetry to identify abnormal patterns and predict component wear or potential system failures before they happen. With accurate and complete datasets, predictive maintenance can easily reduce unscheduled repairs, avoid in-flight emergencies happens just because of system failures, lower maintenance costs, increase aircraft availability and reliability. However, bad or missing data can have the opposite effect, delayed diagnostics, unnecessary groundings, or missed

failure warnings. Beyond safety, data empowers airlines and aviation authorities to make strategic operational decisions. AI algorithms trained on historical and live data can optimize and support flight scheduling and route planning, reducing

the fuel consumption and carbon emissions, manage the crew assignment and aircraft allocation, manage the turnaround time at airports, support the passenger flow and security screening. For instance, combining airport data, weather models, and aircraft performance data can allow for automated trajectory optimization, saving millions of dollars in fuel and reducing environmental impact by aviation sector. Consider a predictive maintenance AI system, it analyses hundreds of flight hours, engine vibrations, and environmental conditions to predict when a component might fail. If the data is incomplete or outdated, the model might miss a critical fault or trigger a false alarm, grounding an aircraft unnecessarily.

In military and defence aviation, accurate geospatial and threat-intelligence data is vital for successful mission planning, targeting, and avoidance of enemy zones. AI-powered mission systems rely on terrain data, obstacle databases, electronic warfare signals, and no-fly zones to support pilots in real-time. The slightest deviation or outdated data can put missions, and lives, at risk. This is why defence-grade data providers ensure not only accuracy but redundancy, encryption, and cyber-resilience in data transmission and storage. Accurate navigation databases, updated aeronautical information, real-time weather data feeds, obstacle and terrain data, flight schedules, routes analytics, and aircraft health monitoring data are all essential. The AI doesn't just need data; it needs certified, high-integrity, continuously updated data.

The Danger of "Dirty Data"

While AI offers immense value, it also exposes aviation to new vulnerabilities: data quality and data governance. Inconsistent formats, data latency, unverified sources, or human error in manual updates can lead to catastrophic decisions. Hence, certified data providers and regulatory oversight become vital players in the ecosystem. AI does not absolve the industry of responsibility, it magnifies the importance of discipline in data management. Using open source data as a part of aviation data analytic and decision making may lead to big risk and issues.

My Suggestion: Building the Aviation Data Ecosystem

As the aviation industry embraces AI, the focus must shift toward building a robust data infrastructure. That includes standardized data formats, secure sharing frameworks, real-time update mechanisms, and collaborative partnerships across the value chain not only including airlines, OEMs, airports, data providers, and regulators, also by having flight planning, route analyses, ground handling companies to improve the data accuracy. In the very near future, companies that invest in clean, structured, and context-aware data will have a significant advantage, not just in deploying smarter AI, but in shaping the future of flight, reducing the operational cost and more sustainable. AI is not magic, it's mathematics powered by meaningful data. In aviation, where lives and logistics depend on flawless execution, there is no room for "good enough." The industry must treat data not as a support tool, but as a strategic asset. Without data, AI cannot proceed. With the right data, AI can take aviation to heights we've only dreamed of

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7th IFTE Fair Held in Istanbul

The 7th edition of the Istanbul Flight Training Exhibition (IFTE), recognized as Türkiye's largest aviation training and career fair, took place from May 9-11, 2025, at Istanbul Atatürk Airport's C Terminal. The IFTE 2025 Fair, attended by thousands of aviation enthusiasts, was officially opened on May 9 with a ceremony featuring Prof. Dr. Kemal Yüksek, Director General of Civil Aviation.

Supported by the State Airports Authority (DHMİ) and the Directorate General of Civil Aviation (DGCA) under the Ministry of Transport and Infrastructure, the fair provided a platform to closely follow the latest advancements in aviation education technologies, career opportunities, and current developments in the sector. The event hosted leading airlines such as Turkish Airlines, Pegasus, and SunExpress, alongside over 70 domestic and international flight schools, universities, aviation high schools, aviation and simulator training companies, and other key organizations in the aviation industry.

The Fair brought together industry professionals from various fields, including air traffic controllers, cabin crew, maintenance technicians, airline managers, and aviation instructors, with aviation enthusiasts, offering opportunities to share knowledge and experiences. Panels held during the event covered topics such as flight training processes, pilot licensing stages, training costs, Multi-Crew Pilot License (MPL) programs, international aviation regulations, and aviation human resources.

IFTE 2025 also showcased technological advancements in the aviation sector, featuring innovative approaches such as digital training platforms and augmented reality (AR) and virtual reality (VR)-supported training solutions.

by İbrahim Sünnetçi

Blackshape S.p.A., an aircraft manufacturer under the Italian high-tech industrial group Angel Holding, which operates in the railway, aerospace, and digital mechatronics sectors, introduced its next-generation training aircraft, the Gabriel BK160-200, designed for general-purpose use, for the first time in Türkiye during the IFTE 2025 Fair. The company announced its readiness to explore various collaboration

opportunities, including technology transfer and licensed production, in line with its international growth strategy aimed at creating long-term industrial synergies. Another Italian training aircraft manufacturer, TECNAM, participated in IFTE 2025 alongside its Turkish representative, Eker Aviation. The increasing number of TECNAM training aircraft in Türkiye in recent years has garnered significant attention. Under the Aircraft Procurement (PORSUK) Project Protocol, initiated to meet the needs of the Aviation Department of the General Directorate of Security (EGM HvDB), the Secretariat of Defense Industries facilitated the delivery of seven newly manufactured training aircraft through STM. These included five TECNAM P2010 MkII single-engine training aircraft and two Diamond DA42 twin-engine training aircraft, handed over to the Pilotage Department of Eskişehir Technical University (ESTÜ) in exchange for two King Air C90-GTi aircraft. The delivery ceremony took place on September 5, 2024.

During the opening ceremony of the fair, Murat Herdem, General Coordinator of the organizing company Alfa Fuarcılık, delivered a brief speech, expressing gratitude to the Ministry of Transport and Infrastructure, the Directorate General of Civil Aviation (DGCA), and the State Airports Authority (DHMİ) for their support. "This year, the 7th edition of IFTE 2025 brings the industry together with young people who see their future in aviation. We have expanded the fair this year, with increased participation and even greater support from the sector. The three-day event has attracted significant interest. Flight schools, universities, and airlines are all here together. The fair highlights the significant potential to address Türkiye's need for a skilled workforce," he said.

Prof. Dr. Kemal Yüksek, Director General of Civil Aviation, emphasized in his speech that the DGCA continues to play a pivotal role in regulating the aviation sector through its oversight and regulatory responsibilities. "IFTE holds special significance for me as it was the first training fair I attended after entering the aviation sector, and it is an event I consistently follow and make an effort to participate in," he noted. He dedicated a significant portion of his speech to the New Civil Aviation Model, which he described as the DGCA's institutional transformation. This model, which he has also presented on international platforms, outlines its objectives and the vision for this transformation.

In his speech, Prof. Dr. Kemal Yüksek, Director General of Civil Aviation, shared insights about the New Civil Aviation Model, stating: "What exactly is this New Civil Aviation Model? What does this new vision or approach offer us? Where will it take our country? The most critical aspect of an institution's transformation lies in the training processes, licensing, and certification, which are embodied here at this fair. Regardless of

Prof. Dr. Kemal Yüksek, Director General of Civil Aviation

the institution or sector, this is where it all begins. Without proper licenses and certifications, all operations built upon them become inadequate and ineffective. Therefore, the determining factor has always been education. If you recall, in recent incidents in the United States, often referred to as the cradle of aviation, the inadequate training of air traffic controllers was highlighted as a primary concern. Whenever an incident or safety issue arises, the first thing scrutinized is the training of those involved.

So, what does the New Civil Aviation Model bring compared to the previous system, in a way that we can all understand? In our traditional civil aviation approach, training institutions were authorized and audited by civil aviation authorities. Instructors were authorized and evaluated, and training content was approved and inspected. However, if we reflect on how these processes were conducted in the past, it's not difficult to identify numerous shortcomings.

What are these shortcomings? Let me start with the content. The lack of standardized content, its non-compliance with international regulations, and the inability to ensure its currency have been among the primary issues. When it comes to the authorization of instructors, the expectations from instructors were not clearly defined. As a result, the criteria and systems for evaluating instructors have been flawed, because we are talking about a framework that does not know what to evaluate, how, and why.

In the previous system, particularly in evaluation and examination processes, issues such as repetitive questions from the same sections, identical or exposed questions, and other negative practices were common. These weaknesses in training the most critical asset of this sector—human capital—have led to undesirable accidents and incidents. Is this New Civil Aviation Model a response to problems unique to Türkiye? No. These issues are experienced in various parts of the world, including the United States, as I mentioned earlier."

"So, what is our greatest responsibility as the Directorate General of Civil Aviation (DGCA)? It is to manage this process. What is the key determining factor in the New Civil Aviation Model? The primary factor is the establishment and oversight of standards and quality by the authority through service provision. The core function of civil aviation is regulation and oversight. However, there is no rule prohibiting or preventing the authority from providing services. This approach—enhancing oversight through service provision—is what's new. How do we provide services while conducting this oversight?

We previously mentioned content. We are placing full responsibility for ensuring that content is standardized and up-to-date on the DGCA. In other words, we are centralizing training content. This applies specifically to the training required for credentials overseen by the authority. These training programs are managed centrally within the DGCA and provided to aviation training institutions. What have we achieved? We have delivered a service.

No aviation training institution is now responsible for updating an introductory aviation course or a meteorology course to reflect changes made by ICAO. Why? Because a single, standardized content is provided. What are the characteristics of this content? We focus on producing clear, distinct, and purpose-driven training content, delivering it to the sector, and ensuring its sustainability. This means the sector will function with an authority that encompasses all content it oversees, authorizes, and regulates.

What about instructors? The role of instructors has been redefined for this era. In today's world, instructors will act as coaches, serving as support personnel. Since the content is structured in a digital format with short video animations and interactive elements, it facilitates self-learning

and teaching in the desired format and quality. Learners can master the portions they are capable of learning independently. Through assessments, their weaknesses are identified, and these evaluations are conducted independently of the instructor. Subsequently, instructors provide coaching to address these deficiencies using the same content. Finally, a digital system is implemented to evaluate the difference between the initial and final assessments, tracking this as a measure of instructor performance."

"This approach ensures that instructors operate within a system that measures their true contributions based on the value they add. The requirements for authorizing instructors are significantly reduced compared to the past. I can now state clearly that interviews and oral exams have been entirely eliminated at all levels of civil aviation, and this will remain the case moving forward. Everything will be offered to the entire sector and all students in a transparent, measurable, and trackable format.

In this context, an instructor's eligibility is determined by their success in the relevant course. Their contributions are then tracked through each session. If an instructor's contribution falls below the desired

level—whether they are an associate professor at a university, a professor, or an industry veteran with decades of experience—they will no longer be assigned training duties, as it becomes evident that they can no longer fulfill the role of an instructor. We are all human, and over time, certain competencies may weaken or diminish. It is our responsibility to ensure that these shortcomings do not impact our students or aviation enthusiasts. This is also a key responsibility of the authority.

Our students can access a platform using their E-Devlet password, where they can view all licenses and credentials available in the sector. They can see exactly which training programs are required to obtain credentials such as pilot, technician, or air traffic controller. They can review the content of these programs and understand what they need to do to succeed.

These training programs will largely be delivered through our existing aviation training institutions. Naturally, this involves a transition period, during which current practices will continue for a time. The direction this takes will depend on the preferences of companies aiming to meet the sector's personnel needs, and it will settle into place over time. We are not taking a rigid stance during this transition. However, since selections will be based on quality and verifiable assessments, I believe all training institutions will adapt to this system in a very short time.

Through this approach, we are effectively turning training organizations into branches of this system. We are also regulating our relationships with the Ministry of National Education, the Council of Higher Education (YÖK), and private training providers. Each has its own approach, and we are responsible for managing these as well. To our student friends, as the Director General of Civil Aviation, I say this: In a very short time, whether through our training institutions or the ecosystem established by the DGCA based on need, we are providing you with a platform that offers access to every opportunity.

What does this mean? All our students will have clear visibility into the criteria for obtaining any credential they aspire to in the aviation sector—whether it's becoming a pilot, technician, or air traffic controller. Upon completing the required training, their licenses will be issued automatically

without needing to apply to us. This refers to a diploma license. For example, in the case of pilot training, this involves completing theoretical courses followed by practical training. Moving forward, practical training will no longer be conducted by our check pilots; it will be handled by instructors and practical training personnel."

"Through our mobile application, evaluation processes will be integrated into our system using a behind-the-ear camera, ensuring that all activities are centrally and uniformly monitored. This new Civil Aviation platform thus ensures accessibility and availability for everyone, including those in the most remote corners of Türkiye. Everyone will have access to this system.

We are also introducing significant cost advantages. For theoretical training, we will set a standard price. For instance, if we require 14 or 20 courses for pilot training, whether these are provided through the DGCA's platform or in-person by training institutions, we will fix the cost of each course annually. For this year, we have set it at 4,000 TRY per course. This means that for 20 courses, the theoretical training cost for an aspiring pilot will be 80,000 TRY, or approximately 2,000 USD.

What about the practical component? For practical training, providers—depending on their number and quality—will set their own prices. This could range from 3,000 USD to 5,000 USD per student, but it will not reach 50,000 USD. Our expectation is that a citizen who completes theoretical training through our platform and training institutions will be able to obtain a basic civil aviation pilot license—without type rating—for a total cost of around 20,000–22,000 USD. This applies to the license itself. To become a pilot, additional requirements such as medical examinations and type training will still apply.

Type training is also being standardized under the New Civil Aviation Model, eliminating arbitrariness and dependency on specific companies. Companies can then provide their own customized training to pilots who have completed this base training. There is no barrier to this..."

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Offers and Orders: Breathe New Life into Transformation with Realistic Steps

by Nevra Onursal Karaağaç – CEO, Hitit

The Modern Airline Retailing initiative represents a paradigm shift in how airlines approach and serve their passengers - not only by moving from static, reservation-class and fare-based quotes to dynamic, customer-centric retailing - but also with fundamental changes in how the products in an offer are delivered and accounted for.

The new model with Offers and Orders at the core aims to provide airlines with more agility, greater control over their product, data, and money, through cost savings as well as increased revenue opportunities. Many airlines have already indicated their ambition for this significant transformation, arguably the largest one ever for the industry.

Success in this transformation, however, depends on more than ambition. It requires a realistic transition plan with well-defined milestones, resources to undertake the work ahead, and technology partners already positioned for what the future entails. Our mission as an IT provider is to empower all types of airlines, be it full-service network, hybrid, or low-cost, with the right tools for modernization.

Offers with Rich Content and Dynamic Pricing

The initial step towards modern retailing processes starts with New Distribution Capability (NDC). The unique architecture of the Crane Solution Suite enables airlines to build and personalize Offers combining flights; air and non-air ancillaries; and various third-party products in real time, through any channel, using dynamic pricing, through IATA standard messages.

The short-term additional revenue opportunities NDC brings will enable airlines to generate commercial impact during the long-term transformation towards end-to-end modern retailing.

Hitit: The Industry Leader in IATA ARM Index (ARMI)

The Airline Retailing Maturity (ARM) Index program of IATA recognizes organizations (airlines, sellers, system providers) on their journey to Modern Airline Retailing, using Offers and Orders based on IATA standards, including NDC.

In this publicly-available index, Hitit is currently ranked as the #1 global provider - based on the number of its technical capabilities evaluated on shopping, re-shopping, payment, creation, and

management of orders including flights, ancillaries, and bundled services. Hitit is also proud to have achieved generating Offers and creating Orders in a live, production environment as of Q2 2025.

This is the result of our long-standing vision and investment in NDC, ensuring our solutions are not only future-proof, but are already delivering significant value today for our 70+ partners across six continents, carrying more than 100 million passengers each year and facilitating more than US$8.0Bn of transactions.

Order Management Replacing Legacy Processes

Once an Offer is accepted, the Order Management System (OMS) as the main orchestrator takes over. An Order effectively replaces the legacy PNR, EMD, and e-ticket structure with a single, persistent Order ID. This creates a seamless flow from booking through to fulfillment, servicing, and settlement. The OMS integrates with payment providers, other suppliers, delivery management systems and settlement solutions. The transition from multiple different records and documents into one Order acting as the single source of truth with real-time orchestration capabilities eliminates duplication, simplifies servicing, and most importantly, improves customer experience, especially for complex itineraries.

The Offer and Order Management System is also supported by legacy adapters to ensure backward compatibility with traditional distribution and delivery channels over EDIFACT, TTY and other legacy formats. Airlines can manage all channels from a single platform, while the orchestration layer ensures consistency across the entire distribution, modern or legacy.

While it may look a bold statement today, our strategy and vision indicate that the Passenger Service System (PSS) as the main orchestrator of the product offer today will transform into a mere operational layer or be replaced altogether by the modular services of the future within the OMS.

Transition Roadmap

It is no secret that not all airlines are at the same starting point, nor are they progressing at the same pace. That is why we also focus on creating awareness about the Modern Airline Retailing initiative and providing an easy to digest roadmap to our partner airlines toward full retailing transformation with minimal disruption. Ultimately, each airline needs its own pathway reflecting its own strategy, size, and operational complexity. A network airline may need to maintain its interline, codeshare or alliance commitments during its transformation, requiring careful integration and co-existence strategies. By contrast, a low-cost airline can prioritize quick commercial wins by deploying Offer and Order capabilities to boost revenue.

Meet Hitit and Reshape Your Journey with the Mindset of Modern Retailers

Modern Airline Retailing is no longer an industry buzzword. It has already become the foundation for the digital and competitive airlines of the future. The transition however will not be an overnight change, it is rather a strategic evolution that requires planning, alignment, and collaboration.

At Hitit, we are committed to assisting all our partner airlines to navigate this transformation with confidence and clarity. Our solution already supports the needs of any airline, unlocking new revenue streams and operational efficiencies while safeguarding what works today with a modular platform of the highest capability. Our strategy also allows airlines to modernize at their own pace, while our team provides the tools, support, and roadmap to take our partners to the new era.

In this new world of airline commerce, success will benefit those who reimagine the journey through the mindset of modern retailers. We are ready to power the next generation of air travel

A Quiet Escape: Inside the Lufthansa Senator Lounge at Frankfurt Airport

Şebnem Akalın Editor & News Director, Aviation Turkey

For frequent travelers, the journey doesn't start at takeoff—it begins at the airport. Choosing the right airline, class of travel, and lounge access can significantly elevate your experience. On our return from our business trip, we had the chance to relax at the Lufthansa Senator Lounge in Frankfurt Airport, thanks to the Lufthansa Turkey office—and it made all the difference.

Frankfurt am Main Airport is one of Europe's busiest hubs, serving millions of international and domestic passengers. In the middle of the crowd, the Senator Lounge offers a calm, well-designed retreat.

From the moment you enter, comfort and efficiency take center stage. The Quiet Room at the rear of the lounge is a hidden gem, with leather loungers and recliners overlooking panoramic windows—perfect for catching your breath before the next leg of your journey. Dining is flexible and comfortable, whether you're traveling solo or with a group. If work calls, the well-equipped Work Area offers everything you need to stay productive.

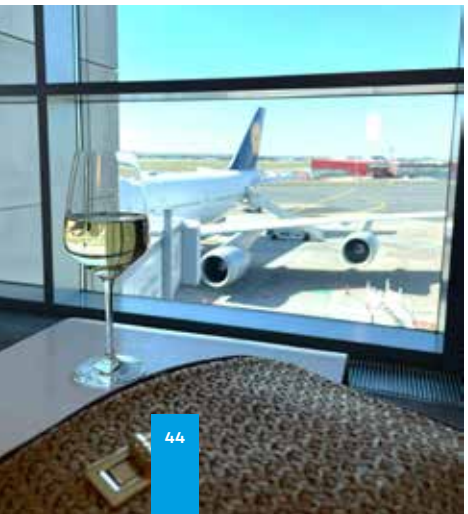
And if you're arriving in Frankfurt after a long-haul flight, don't miss the Lufthansa Welcome Lounge. With a cozy bistro, breakfast buffet, Quiet Zone and showers it's the perfect way to recharge before the day begins.

The bar section deserves a special mention. Guests can enjoy a carefully selected selection of quality wines, premium liqueurs, and freshly mixed cocktails—perfect for relaxing or celebrating the beginning or end of a long journey.

The experience is truly unique. Friendly Lufthansa staff at the reception desk are always available to assist, and even smokers have a thoughtfully designed space at the entrance.

With the windows overlooking the apron, it is hard not to get distracted while watching the planes take off and land. But be careful not to get used to this comfort and miss your flight!

If you have the chance, this is one lounge experience every traveler should try at least once—it just might change how you view airport layovers.



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Aviareps Hosts Exclusive Event in Istanbul on Behalf of Visit Denver and Colorado Tourism Office to Promote Colorado as a Premier U.S. Destination

Global tourism representation company Aviareps hosted a special event in Istanbul on behalf of Visit Denver and the Colorado Tourism Office, bringing together Turkish travel professionals, key industry stakeholders, and media representatives to spotlight Colorado as one of the United States' top travel destinations.

The exclusive networking event served as a platform to showcase Colorado's diverse tourism offerings—from world-renowned ski resorts and thrilling outdoor adventures to rich cultural attractions and exceptional culinary experiences. Leading travel agencies, tour operators, and media professionals attended to learn more about what makes Colorado a year-round destination for Turkish travelers.

The initiative aims to strengthen Denver's and Colorado's presence in the Turkish market and boost travel to the state by equipping local travel professionals with firsthand information, promotional resources, and destination insights. Through presentations and one-on-one meetings, participants explored unique travel itineraries, direct flight options to the U.S., and Colorado's commitment to sustainable tourism.

"We are thrilled to connect directly with the Turkish travel trade and showcase the vibrant experiences that Denver and Colorado have to offer," said Flavia Light, Vice President of Tourism at Visit Denver. "From the Rocky Mountains to our dynamic urban centers, Denver is a destination that appeals to every type of traveler. We believe Turkey is an exciting and growing market, and we look forward to welcoming more Turkish visitors."

Andrea Blankenship, Deputy Director of International Tourism at the Colorado Tourism Office, added: "Our event in Istanbul is part of a broader effort to engage international partners and support them in creating unforgettable travel experiences for their clients. We are committed to working closely with the Turkish market to make Colorado a top choice for travelers from Turkey."

AJet

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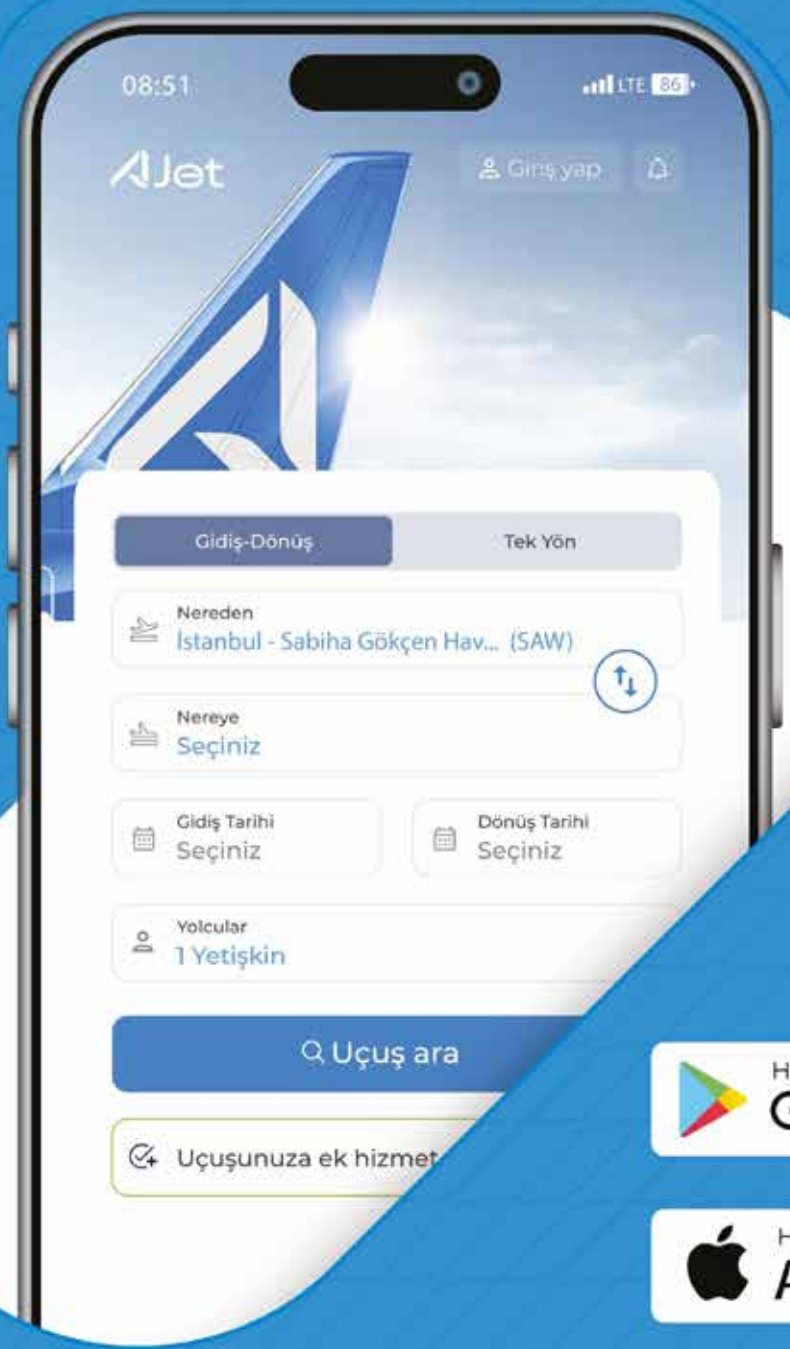

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Turkish Technic and Rolls-Royce to Establish One of the World's Largest Engine Maintenance Facilities in Istanbul

Turkish Technic, a leading player in the global aircraft maintenance, repair, and overhaul (MRO) sector, has signed a landmark agreement with Rolls-Royce, one of the world's foremost aircraft engine manufacturers. Under this agreement, Turkish Technic will establish a state-of-the-art, licensed engine maintenance facility that will significantly enhance its capabilities and solidify its position at the top of the global MRO industry.

The new facility will become the latest addition to Rolls-Royce's global MRO network and will further reinforce Turkey's strategic position as a key hub in global aviation. Planned to be located at Istanbul Airport, the center is expected to be operational by 2027. Once fully ramped up, it will employ approximately 1,000 professionals and have an annual capacity of 200 engine shop visits, making it the largest engine MRO center in its region.

The facility will offer comprehensive maintenance services for Rolls-Royce's Trent XWB-97, Trent XWB-84, and Trent 7000 engines, which power the Airbus A350 and A330neo aircraft. It will serve not only Turkish Airlines' fleet but also cater to Rolls-Royce's international airline customers.

This strategic investment is projected to boost Turkish Technic's annual revenues by approximately 30% and contribute an estimated $700 million annually to Turkey's export economy over the duration of the agreement.

Commenting on the development, Professor Dr. Ahmet Bolat, Chairman of the Board and Executive Committee of Turkish Technic, said:

"We are delighted to partner with Rolls-Royce, one of the world's largest aircraft engine manufacturers, in this significant project. The expertise of Rolls-Royce will play a vital role in enhancing our engine maintenance capabilities. With our new facility, we will be able to provide comprehensive services across a wide range of Trent engines and meet the evolving needs of the aviation industry. This center, poised to become Europe's largest Rolls-Royce authorized maintenance facility, will strengthen our leadership in the global MRO market and make a significant contribution to Turkey's export goals."

Rob Watson, President of Civil Aerospace at Rolls-Royce, added:

"We are significantly expanding our global MRO capacity by 2030, and this agreement marks a key milestone on that journey. By adding Turkish Technic to our global network of capable, flexible, and resilient maintenance facilities, we are ensuring high-quality service for our TotalCare customers worldwide. The new facility will also support Turkish Airlines' Airbus A350 fleet, further deepening our strong partnership. This agreement reflects our confidence in Turkish Technic's ambition to become one of the world's leading civil aviation engine MRO centers. In April 2024, we reaffirmed our commitment to Turkey and explored potential new initiatives. Today's announcement is a testament to that commitment."

With its unique geostrategic location connecting continents, cultures, and commerce for millennia, Turkey is ideally positioned to lead the next wave of innovation and collaboration in the aviation industry. This initiative aligns with broader efforts to advance technological innovation and strengthen economic cooperation across the sector.

Emirates Group Achieves Record Profit of AED 22.7 bn (US$ 6.2 bn) in 2024-25

The Emirates Group today released its 2024-25 Annual Report, achieving new record profit, EBITDA, revenue, and cash balance levels. This outstanding performance places the Emirates Group as the most profitable aviation group globally in the 2024-25 reporting period, with Emirates reporting the best result in its history to become the world's most profitable airline.

Both Emirates and dnata contributed record revenues in 2024-25, as the Group expanded its operations around the world to meet voracious customer demand for its high-quality products and services.

For the financial year ended 31 March 2025, the Emirates Group reported:

- *record profit before tax of AED 22.7 billion (US$ 6.2 billion), up 18% from last year*
- *record revenue of AED 145.4 billion (US$ 39.6 billion), up 6% over last year's results*
- *record level of cash assets at AED 53.4 billion (US$ 14.6 billion), up 13% from last year*
- *highest-ever EBITDA of AED 42.2 billion (US$ 11.5 billion), up 6%, demonstrating its strong operating profitability*

Emirates earns its place as the world's most profitable airline, reporting:

- *record profit before tax of AED 21.2 billion (US$ 5.8 billion), up 20% from last year*
- *record revenue of AED 127.9 billion (US$ 34.9 billion), an increase of 6% over last year*
- *highest-ever level of cash assets at AED 49.7 billion (US$ 13.5 billion), 16% higher compared to 31 March 2024.*

dnata delivered solid growth and performance across its business units, reporting:

- *record profit before tax of AED 1.6 billion (US$ 430 million), up 2% from last year*
- *record revenue of AED 21.1 billion (US$ 5.8 billion), up 10%*
- *strong cash assets of AED 3.7 billion (US$ 1.0 billion).*

The Group declares a dividend of AED 6.0 billion (US$ 1.6 billion) to its owner, the Investment Corporation of Dubai (ICD).

This is the first financial year that the UAE corporate tax, enacted in 2023, is applied to the Emirates Group. After accounting for the 9% tax charge, the Group's profit after tax is AED 20.5 billion (US$ 5.6 billion).

His Highness Sheikh Ahmed bin Saeed Al Maktoum, Chairman and Chief Executive, Emirates airline and Group said: "It is no accident that Dubai has produced hugely successful global aviation entities including Emirates and dnata. Dubai's aviation sector has become an influential force on the global stage thanks to visionary leaders, strategic planning, co-ordinated execution, and strong support from our customers, business partners, and all the people of Dubai.

"When the government set up Emirates 40 years ago and we began expanding dnata's capabilities to support the city's growth, we had a clear mission - be the best at what we do; and deliver value to Dubai, our stakeholders, and the communities we serve.

"With that in mind, we've kept a laser focus on providing great products and services, and we continually invest in technology and talent to increase our competitive edge. We look after our people and our customers, and we work hard to positively impact our communities. We don't cut corners, and we don't take shortcuts that put our future at risk for short term gains. By building our business models around these principles and Dubai's unique strengths, the Emirates Group has thrived and stayed resilient through geo-political and socio-economic challenges over the years."

HH Sheikh Ahmed added: "For 2024-25, the Emirates Group has raised the bar to set new records for profit, revenue, and cash assets. Through the year, Emirates and dnata were able to move quickly to meet the strong demand for air transport services across markets and win over customers - thanks to our non-stop investments in our people, in building partnerships, and in delivering great products and services.

"I'd like to thank our amazing people at the Emirates

Group for achieving another record year, and our customers and partners for their trust and support. My gratitude to Dubai's visionary leaders HH Sheikh Mohammed bin Rashid Al Maktoum, and his sons HH Sheikh Hamdan and HH Sheikh Maktoum, for their continued leadership and stewardship of Dubai's strategy, in which the Emirates Group is proud to play a key role."

In 2024-25, the Group collectively invested AED 14.0 billion (US$ 3.8 billion) in new aircraft, facilities, equipment, companies, and the latest technologies to support its growth plans.

The Group's total workforce grew by 9% to 121,223 employees, its largest size ever, as Emirates and dnata continued recruitment activity around the world to support its expanding operations and boost its future capabilities.

Commenting on the outlook for 2025-26, Sheikh Ahmed said: "We enter the year ahead with excitement and optimism. Our excellent financial standing enables us to continue building on and scaling up from our successful business models. While some markets are jittery about trade and travel restrictions, volatility is not new in our industry. We simply adapt and navigate around these challenges.

"Emirates will strengthen our network connectivity with the expected delivery of 16 A350s and 4 Boeing 777 freighters in 2025-26, providing much-needed capacity to meet customer demand. Our retrofit programme will continue apace to provide our customers the latest Emirates products and a more consistent experience across our A380, 777 and A350 fleet.

"dnata is on a steady growth path with facility investments coming to fruition in key markets, including the opening of new facilities in Amsterdam, Dubai and Erbil next year which will significantly expand our cargo handling capacity and capabilities.

"Work is already underway at the new Al Maktoum International airport (DWC) and broader development around Dubai South. Our planning teams are working closely with Dubai airports and other entities to design and deliver the future of aviation and the best possible travel experiences.

"We've set high targets for ourselves, but I am confident that our talented workforce and Dubai's winning formula will empower the Emirates Group to forge an even brighter future, and deliver even more value to the people, cities and communities we serve."

ACASS Expands Managed Fleet with Four New Aircraft

ACASS announced the continued growth of its managed fleet with the addition of four new aircraft: a Praetor 500, a Citation X, a Gulfstream G700, and a Global XRS.

The Praetor 500, based in Montreal, is managed under the ACASS Canadian AOC and available for both private and charter operations. The Citation X, based in Halifax, is also managed under the Canadian AOC and available for charter. The Gulfstream G700 will operate under a private San Marino registration and be based in Dubai. The Global XRS, flying under a private Canadian registration, will split its base between London and New York.

"Growing our fleet of managed aircraft is one of our top priorities," said ACASS CEO Andre Khury, "so adding these aircraft is obviously noteworthy. Importantly, these additions all came by way of client referrals, which is incredibly gratifying and a clear result of our commitment to service that always goes above and beyond."

The ACASS worldwide fleet now includes 23 aircraft, all managed on behalf of their owners—either privately or commercially under ACASS's Irish (EJ), Canadian (C), or San Marino (T7) AOCs. Each management program includes client-customized support services, registry options, and management features, all assembled to simplify ownership, maximize value, and ensure the highest safety and compliance standards.

SIA Group Announces Record Full Year Revenue and Net Profit

- *Record $2.8 billion net profit, boosted by the one-off non-cash accounting gain of $1.1 billion from the Air India-Vistara merger*
- *Operating profit of $1.7 billion on lower yields from heightened competition, partially mitigated by record passenger carriage*
- *The SIA Group remains in strong position to navigate global trade and macroeconomic uncertainties due to its robust foundations and long-term strategic investments*
- *Proposed final dividend of 30 cents per share for FY2024/25, resulting in a total dividend of 40 cents per share for the year*

Group revenue climbed $527 million (+2.8%) from a year before to a record $19,540 million, driven by resilient demand for air travel and cargo uplift in FY2024/25. SIA and Scoot carried a record 39.4 million passengers, up 8.1%. Group passenger load factor (PLF) fell 1.4 percentage points to 86.6%, as passenger traffic growth of 6.4% lagged capacity expansion of 8.2%. Passenger yields dipped 5.5% to 10.3 cents per revenue passenger-kilometre amidst intensified competition due to industry-wide capacity injection. For the year, passenger flown revenue came in at $15,849 million (+1.0%).

Cargo flown revenue improved by $94 million (+4.4%), buoyed by the strong demand for e-commerce and perishables, as well as the spillover from disruptions to sea freight. While the cargo load factor (CLF) rose 1.6 percentage points to 56.1%, yields decreased 7.8% due to increased competition.

Group expenditure rose $1,546 million (+9.5%) to $17,831 million, with non-fuel expenditure up $1,236 million (+11.0%), driven by the 8.9% overall capacity growth and cost escalation pressures. This was partially mitigated by the Group's cost management measures, including digitalisation and productivity improvement initiatives. Net fuel cost increased by $309 million (+6.1%) as the impact of the increase in volume uplifted (+$508 million) and smaller fuel hedging gains (+$336 million) was partially offset by an 8.5% reduction in fuel prices (-$510 million) and favourable exchange rate impact (-$25 million).

As a result, the Group recorded a lower operating profit of $1,709 million for FY2024/25, down $1,019 million (-37.3%) from the prior year.

The Group's net profit improved $103 million (+3.9%) to a record $2,778 million, due to a $1,098 million non-cash accounting gain following the completion of the Air India-Vistara merger in November 2024.

Second Half FY2024/25 – Profit and Loss

The Group achieved its highest half-yearly revenue of $10,042 million, a $192 million (+1.9%) increase from the same period last year as key business segments registered higher revenue. Passenger revenue rose by $46 million (+0.6%) and cargo revenue by $52 million (+4.9%) as passenger and cargo carriage grew by 5.0% and 7.3% respectively. However, intense competition pushed yields down by 4.5% for passenger and 2.1% for cargo. Group PLF was 0.5 percentage point lower at 86.8%, while the CLF fell by 1.4 percentage points to 54.9%.

Operating expenditure grew $452 million (+5.2%), with non-fuel expenditure increasing $590 million (+10.0%), outpacing the overall capacity expansion (+7.3%) due to cost escalation. The increase in non-fuel expenditure was partially offset by a $138 million (-4.9%) reduction in net fuel cost. The decrease in fuel cost was primarily due to a 15.6% decline in fuel prices (-$496 million), which more than compensated for the increased fuel volume uplifted (+$229 million) and a swing from fuel hedging gain last year to a loss (+$160 million) this year.

Balance Sheet The Group's shareholder equity stood at $15.7 billion as of 31 March 2025, $0.7 billion lower than 31 March 2024. This was largely due to the redemption of the remaining Mandatory Convertible Bonds (MCBs) in June 2024, along with the payments of the FY2023/24 final dividend and FY2024/25 interim dividend. Total debt balances fell $0.5 billion to $12.9 billion, with the debt-equity ratio remaining flat at 0.82.

Cash and bank balances declined by $3.0 billion to $8.3 billion, mainly due to capital expenditure disbursements ($1.8 billion), MCB redemption ($1.7 billion), dividend payments ($1.4 billion), and the investment in Air India ($1.0 billion), partially offset by $4.7 billion in net cash generated by operations. The Group also held $1.8 billion in fixed deposits with tenors exceeding 12 months, classified under other assets. In addition to holding one of the strongest balance sheets in the industry, the Group also currently maintains access to additional liquidity of $3.3 billion committed lines of credit, all of which remain undrawn.

Fleet and Network Development

As of 31 March 2025, the Group operating fleet comprised 205 aircraft with an average age of seven years and eight months. SIA operated 145 passenger aircraft1 and seven freighters, while Scoot had 53 passenger aircraft2. In April 2025, the Group added one Airbus A321neo and one Boeing 787-8 to its fleet. As of 1 May 2025, the Group had 78 aircraft on order3.

The Group's passenger network4 covered 128 destinations in 36 countries and territories as of 31 March 2025. SIA served 79 destinations while Scoot operated to 71 destinations. The cargo network comprised 132 destinations in 37 countries and territories.

For the Northern Summer 2025 operating season (30 March 2025 to 25 October 2025), SIA will increase services to Brisbane, Colombo, Jakarta, Johannesburg, London (Gatwick), Manila, and Seattle. Scoot launched services to Iloilo City in April 2025 and will begin operations to Vienna in June 2025.

Turkish Airlines Becomes the First Airline to Use Sompo AXIS Aviation Finance Insurance (SAAFI) Product to Finance New Aircraft

Turkish Airlines pioneered the first financing structure using the Sompo AXIS Aviation Finance Insurance (SAAFI) Insurance Guaranteed Aviation Finance product. The agreement, which was announced at a signing ceremony in Tokyo, marks a significant milestone in aviation finance as it is the first use of the SAAFI product, which was launched earlier this year.

Under the agreement, JP Lease Japan will provide equity capital for the financing of one Airbus A350-900 and one Airbus A321-271NX aircraft to join the Turkish Airlines fleet, while Sumitomo Mitsui Banking Corporation (SMBC) will participate as a lender. The loan will be secured by 100% Insurance Guaranteed Aviation Finance provided by SAAFI insurers Sompo and AXIS. This financing structure, combined with the Japanese Equity Leasing (Jolco) model, will enable Turkish Airlines to significantly reduce its total financing costs. The Insurance Guaranteed Aviation Financing was provided through Willis under the WTW umbrella.

Commenting on the issue, Assoc. Prof. Dr. Murat Şeker, Turkish Airlines Executive Vice President in charge of Financial Affairs and Member of the Board of Directors and Executive Committee, said: "We are very pleased to be the launch customer of the SAAFI product. We launched this innovative financing model with the contributions of our valued insurers Sompo and AXIS, our insurance broker Willis, and our long-standing trusted business partners SMBC and JP Lease. As Turkish Airlines, we will continue to contribute to the development of innovative solutions that support our fleet renewal and growth strategies. Thanks to such new financing models, we increase our financial flexibility and reinforce our leadership in the industry."

Tim Gaul, Financial and Political Risks Underwriter at Sompo, said: "We are honored that a long-standing partner such as Turkish Airlines has chosen us for the first financing transaction of our SAAFI product. We have gained significant expertise in the Insurance Guaranteed Aviation Finance space, having been involved in more than 120 aircraft financings over the last eight years. Through our partnership with AXIS, SAAFI will be a strong addition to our existing product portfolio and Turkish Airlines will be the first customer to benefit from this capability."

Commenting on the agreement, Richard Jelf, Senior Underwriter at AXIS, said: "We are very proud to introduce the SAAFI product to the aviation finance market together with Sompo and to have Turkish Airlines as the first user of this product. This product is an important innovation that strengthens AXIS' product range in the field of Insurance Guaranteed Aviation Finance. We have taken another important step towards our goal of contributing to the growth of our customers and the development of the aviation industry."

Stuart Ashworth, Managing Director of Willis Financial Solutions at Willis Tower Watson, said: "We are pleased to support Turkish Airlines and SMBC in this innovative financing structure. This is also our first SAAFI transaction for Turkish Airlines, supporting a dynamic and visionary airline."

Deutsche Aircraft to Showcase Revolutionary D328eco® at Paris Air Show 2025

Deutsche Aircraft is proud to announce its participation in the 2025 International Paris Air Show, from 16-19 June. The OEM will showcase its groundbreaking 40-seater turboprop, the D328eco, at Chalet 264, presenting major advancements in sustainable aviation and customer-centric design.

Experience the D328eco at the Enhanced Customer Experience Centre

A key attraction at the Deutsche Aircraft chalet will be the D328eco mock-up, housed within the Enhanced Customer Experience Centre. Building on the success of the Farnborough International Airshow in 2024, this immersive space will offer:

- *Interactive simulations showcasing the aircraft's performance and efficiency*
- *Virtual reality demonstrations of the cabin and cockpit*
- *Personalised consultations with Deutsche Aircraft experts.*

Visitors will discover the innovative features of the D328eco up close, including its low-emission propulsion system, advanced avionics and ergonomic seating that will elevate passenger comfort.

Milestone Achievement: Roll Out of First Test Aircraft – TAC 1

Deutsche Aircraft is also celebrating a major milestone with the upcoming roll out of its first test aircraft, designated TAC 1. This marks the transition of the D328eco programme from development to industrialisation, underscoring the company's commitment to pioneering sustainable, next-generation regional aviation.

Attendees at the Paris Air Show will have the exclusive opportunity to learn more about the progress of the D328eco programme and the roadmap toward certification and entry into service.

Wizz Air Orders 75 A321neo

Wizz Air, the fastest growing European ultra-low-cost airline, has signed a firm contract for an additional 75 A321neo Family aircraft, taking its total order for the largest member of the Airbus single aisle to 434, and for Wizz's A320 Family overall to 565 aircraft.

József Váradi, CEO of Wizz Air said; "With today's announcement, Wizz Air further reinforces its position as the largest A321neo Family operator in Europe and the Middle East. More than half our fleet has already been converted to cutting-edge neo technology. The A321neo's unparalleled economic efficiency and remarkably low carbon footprint underpin our commitment to provide affordable and sustainable travel options for our customers. We have enjoyed a longstanding strategic partnership with Airbus and are steadfast in our commitment to this exceptional technology with one of the largest outstanding order books in the world of more than 350 neo aircraft."

Wizz Air is an all Airbus operator with a fleet of over 180 A320 Family aircraft currently in operation.

"Thanks to József's stewardship, Wizz Air has steadily grown to become a formidable airline in the European skies and a great partner to Airbus. The investment in the A321neo is a solid foundation in Wizz Air's continued expansion strategy. We thank József and everyone at Wizz Air for their unwavering confidence in our partnership and our products," salutes Christian Scherer, Airbus Chief Commercial Officer and Head of Airbus International.

The A321neo is the largest member of Airbus' A320neo Family, offering unparalleled range and performance. By incorporating new generation engines and Sharklets, the A321neo brings a 50 percent noise reduction and more than 20 percent fuel savings and CO2reduction compared to previous generation single-aisle aircraft, while maximizing passenger comfort in the widest single-aisle cabin in the sky. To date nearly 5,200 A321neos have been ordered by customers across the globe.

ATR Reinforces Partnership with Braathens to Support Long Term Wet Leasing Activity

ATR and Braathens Regional Airlines (Braathens) successfully renewed their Global Maintenance Agreement (GMA) for five years. The extension of this comprehensive support package reflects the continued trust that the Swedish operator places in ATR's unmatched expertise in regional aviation services.

The GMA renewal ensures ongoing support for Braathens' ATR fleet, including access to a large pool of Line Replaceable Units (LRUs), repair and landing gears overhaul services. This decision underscores ATR's proven track record in reliability, cost-efficiency, and responsiveness—factors that are vital to the operational success of airlines in today's competitive landscape.

Beyond maintenance services, ATR is also providing tailored training solutions for Braathens flight crews by connecting flight schools' students with operators looking for motivated young pilots. After a thorough selection, the cadets are now entering a type rating course with the ATR Training Centre before joining Braathens as junior first officers. To support the cadets' induction, ATR Flight Instructors will provide line training assistance.

This collaboration will help Braathens fulfil its need for regional pilots while maintaining high safety and efficiency standards.

This renewed partnership highlights the strategic role ATR plays not only as an aircraft manufacturer but also as a long-term partner in operational success. Braathens, which previously offered scheduled and charter services alongside wet leasing, has changed its corporate strategy to focus solely on providing flight capacity to other airlines, like SAS and Austrian Airlines, operating flights on their behalf.

To support this strategic move, Braathens' ATR fleet will also go from 14 aircraft to 17 by the end of the year, with one of the three ATR 72-600 to be delivered brand new from the ATR final assembly line.

"In further strengthening our partnership with ATR, we are reaffirming our confidence in their ability to deliver the consistent, high-quality support our wet-lease operations require," said Jimmie Bergqvist, deputy Chief Executive Officer of Braathens. "This agreement is not just about parts, logistics and training—it's about a shared commitment to reliability, safety, and sustainability in regional air transport."

Stefano Marazzani, ATR's SVP Customer Support and Services, commented: "Our continued collaboration with Braathens is a testament to the strength of our support and services offering and the confidence our customers place in us. With personalised care, we are able to support our clients' interests, tailoring our solutions to the needs of their operational environments and business models, beyond typical OEM offers and responsibilities. We are proud to support Braathens in providing essential connectivity for major airlines across Europe, complementing their capacity efficiently and sustainably. We will continue standing by their side, through successes and challenges."

This collaboration follows a long history between ATR and Braathens, including the successful first ever 100% SAF-powered test flight on a commercial aircraft in June 2022.

The reinforcement of our partnership is yet another token of ATR's willingness to build mutually beneficial relationships with its customers, broadening the spectrum of what a manufacturer can provide to an airline, and inventing together a sustainable way of thinking regional connections.

Gulfstream Unveils Redesigned London Showroom

Gulfstream Aerospace Corp. today announced the official unveiling of its reimagined London Sales and Design Center. Originally opened in 2013, the nearly 5,500-square- foot/511-square-meter space located in Mayfair gives customers based in or traveling through the city exclusive access to Gulfstream's London-based sales executives and interior design team.

"Delivering an unparalleled experience for our customers is what defines the Gulfstream difference and is something we are continuously investing in," said Mark Burns, president, Gulfstream. "Our curated portfolio of strategically located sales and design centers offers customers an opportunity to personally explore our aircraft cabins, seating options and outfitting materials so they can tailor their own aircraft to their liking. This redesigned London space is the latest location to further bring this bespoke experience to life."

The London Sales and Design Center features a full-size Gulfstream G400 cabin mock-up and a Gulfstream G700 and Gulfstream G800 cabin mock-up along with the award-winning Gulfstream G500 and Gulfstream G600 customizable seat collections for customers to test the comfort and functionality of seating, flooring and materials in an actual cabin living area without leaving the city center.

In the design showroom, Gulfstream's interior design team guides customers through the vast selection of finishes, veneers, floor coverings, leathers, textiles and other interior outfitting materials available on-site. Dynamic technology, including 3D Cabin Creator and exterior paint visualization technology displayed via a large-scale powerwall, allows customers to delve into the multitude of flexible cabin configurations and full customization services Gulfstream offers.

Direct Flights From Sabiha Gökçen Airport to Cluj

Istanbul Sabiha Gökçen International Airport (ISG), the 2nd largest airport in Turkey and the 8th largest airport in Europe in terms of passenger numbers, is diversifying Istanbul's and Turkey's European connections with new destinations. Finally, Pegasus Airlines started direct flights from its home base Istanbul Sabiha Gökçen (SAW) to Cluj-Napoca, Romania's second largest city and described as the 'gateway to Central Europe'.

The flights, which started with Pegasus Airlines as of May 20, 2025, are planned as 3 times a week (Tuesday, Thursday, Saturday). Pegasus Airlines organizes 5 direct flights a week from Sabiha Gökçen to Bucharest, the capital of Romania.

Sabiha Gökçen Airport, Istanbul's gateway to the world, strengthens its access to Europe, the Middle East and North Africa day by day, and with the Cluj connection, it brings together the cultural and historical richness of Istanbul with 52 countries and 106 international and 39 domestic routes with a total of 145 destinations worldwide.

From Istanbul to Count Dracula's Castle

Known for its rich cultural and artistic heritage, oxygen-rich green areas, historical and touristic spots, Cluj-Napoca is also one of the rising centers of Europe in the fields of education, digital and technology, thanks to its advanced universities. The city also attracts tourists with its proximity to Bran Castle (Dracula's Castle), considered one of the iconic spots of the Transylvanian region and identified with the legend of Dracula (Vlad Tepesh). Unirii Square, St. Michael's Church, Banffy Palace and Cetățuia Hill are among the historical and touristic landmarks of Cluj-Napoca. The modern café and restaurant culture that surrounds the city offers Romanian cuisine as well as international flavors.

Corendon Airlines Celebrates 20th Anniversary with a Spectacular Gala Night

Corendon Airlines, one of Europe's leading airlines, celebrated its 20th anniversary with a magnificent Gala Night held at Antalya's Cosmos Theatre. The event, themed "20 Happy Flight Years," brought together distinguished guests from the aviation and tourism industries, as well as representatives from public institutions, business, sports, politics, and media. Hosted by Başak Koç, the night was attended by notable figures including Antalya Governor Hulusi Şahin, Antalya Metropolitan Municipality Mayor Muhittin Böcek, Antalya Chamber of Commerce and Industry President Yusuf Hacısüleyman, Acun Ilıcalı, Yılmaz Vural, and Ertem Şener, among others.

Since embarking on its journey in 2005 under the motto "Holiday Airline," Corendon Airlines has introduced numerous innovations, offering millions of guests comfortable and inspiring travel experiences. With its innovative approach and strong partnerships, the airline marked its 20-year success story with this grand celebration.

"Guests showed great interest"

The Gala Night, held on Thursday, May 22,

at Antalya's Cosmos Theatre, where art, entertainment, and technology intertwined, was hosted by Corendon Airlines Chairman Yıldıray Karaer and Corendon Tourism Group Co-Founder Atılay Uslu. The event saw enthusiastic participation from business partners from countries including Turkey, Germany, the Netherlands, Belgium, Egypt, the UK, and Austria, as well as numerous guests from public institutions, aviation, tourism, business, sports, politics, and media.

"More than just an airline..."

In his opening speech, Yıldıray Karaer reflected on Corendon Airlines' journey in the skies, stating: "Twenty years ago, during a car trip from Brussels to Amsterdam with my partner Atılay, we decided to establish Corendon Airlines. Our goal was not merely to create an airline but to build a holiday airline that connects people with safe, comfortable, and heartfelt service. Today, seeing this dream transform into a great success shared with millions of passengers fills us with immense pride."

"With a fleet of 35 aircraft, we've become a family that reaches 10 million passengers annually and generates significant revenue for the tourism sector"

Yıldıray Karaer emphasized their efforts to create an innovative, dynamic, and reliable brand, continuing: "Over the past 20 years, Corendon has grown not only as an airline brand but also as a community built with a strong team, trusted business partners, and loyal passengers. With a fleet of 35 aircraft, we've become a family that reaches 10 million passengers annually and generates significant revenue for the tourism sector. We take pride in our achievements, but our journey is far from over. We aim to keep evolving, providing high-quality service, and soaring together for many more years."

In his speech, Karaer expressed gratitude to valued business partners, the employees he described as "the heart of the company," and the millions of passengers who choose Corendon, saying, "We are thrilled to share this very special 20th-anniversary celebration with you. Let's continue flying toward the future together."

"A star-studded night"

The Gala Night was crowned with unforgettable performances. The stage was entrusted to artists representing the destinations Corendon Airlines serves, embodying the spirit of their cities. Renowned Spanish singer Nalaya Brown, talented percussionist Yusuf Özer and the All-Star Team, French-Lebanese singer and dancer Carolina Karam, the captivating Big Band, Hunkar Dance Show, and the energetic performance of Ivi Adamou delivered a visual and auditory feast for the audience. The night concluded with Juni Juliet's after-party performance.

“A culinary journey along Corendon’s routes”

The night’s stage concept was reflected in the dining experience. The dinner served to guests featured authentic flavors from the destinations on Corendon Airlines’ routes. The meal took attendees on a global culinary tour, with each dish offering the taste of a different destination and every bite carrying traces of another culture. During this special 20th-anniversary celebration, Corendon Airlines showcased its success story from past to future, reaffirming its pioneering role in the industry and the unique experiences it offers its passengers.

“Fantastic opportunities to crown the 20th anniversary”

As part of its 20th-anniversary celebrations, Corendon Airlines is offering exciting opportunities to delight its passengers. A campaign providing up to 20% discounts on 20,000 seats is available for flights between May 25, 2025, and July 31, 2025. Details of the campaign and eligible flights can be found at www.corendonairlines.com.

Additionally, Corendon is offering a 20% discount on all hotel bookings. Guests making hotel reservations through hotel.corendonairlines.com between May 20, 2025, and June 8, 2025, will receive a discount coupon. By using the discount code CORENDON20, this significant offer will be valid for all hotel bookings through the end of 2025.

Esenboğa Airport Advances in Net Zero Emission Goal

Ankara Esenboğa Airport has achieved Level 4+ certification under the Airport Carbon Accreditation program, managed by the Airports Council International (ACI EUROPE). As Turkey’s first carbon-neutral airport, Esenboğa also became the first in the country to reach this level.

Operated by TAV Airports, a global leader in airport management from Turkey, Ankara Esenboğa Airport has joined the world’s 70 most environmentally friendly airports by securing the Level 4+ certification in the Airport Carbon Accreditation program. TAV Airports aims to achieve carbon neutrality across all its airports by 2030 and net zero emissions by 2050 at the latest.

TAV Airports CEO Serkan Kaptan stated: “Ankara Esenboğa became Turkey’s first carbon-neutral airport in 2014. We are now delighted to be the first in Turkey to receive the Level 4+ certification under the Airport Carbon Accreditation program. As of today, four airports in our portfolio are carbon-neutral, and a total of 11 are part of the Airport Carbon Accreditation (ACA) program. Through our investments in renewable energy and energy efficiency, we are steadily progressing toward our net zero target. We will continue to work with all our stakeholders to contribute to the aviation industry’s fight against climate change.”

ACI EUROPE Director General Olivier Jankovec said: “We are immensely proud of Ankara Esenboğa Airport, operated by TAV Airports, for leading Turkish aviation toward the net zero goal. Achieving Level 4+ certification in the Airport Carbon Accreditation (ACA) program represents the highest level of carbon management in Turkish aviation. This significant milestone is the result of the airport’s strong and determined commitment to climate action, which began when it joined the program in 2010. With ongoing CO_2 reduction, robust emission targets aligned with global climate goals, and a long-term carbon management plan, this new achievement demonstrates both a strong commitment and sustainable efforts toward decarbonization. We sincerely congratulate the entire team working toward the 2050 net zero emissions goal.”

Emission reduction targets have been aligned with global climate goals, and a long-term carbon management plan has been established at Ankara Esenboğa Airport. Residual emissions have been offset through internationally recognized projects. Additionally, all employees receive regular training on environmental issues, energy efficiency, and greenhouse gas reduction.

A total of 11 airports operated by TAV Airports are part of the Airports Council International’s (ACI) Airport Carbon Accreditation (ACA) program. In addition to Ankara Esenboğa’s Level 4+ certification, Enfidha-Hammamet Airport in Tunisia holds Level 4 certification. İzmir Adnan Menderes and Antalya Airports are at Level 3+, offsetting their direct emissions. Tbilisi, Skopje, Gazipaşa-Alanya, Monastir, and Medina Airports are at Level 2, while Bodrum Milas and Batumi Airports are at Level 1. The Airport Carbon Accreditation program, launched by ACI EUROPE in 2009, currently includes 645 airports worldwide.

First Production Aircraft of World's Fastest Business Jet, the Bombardier Global 8000, Completes

Bombardier announced that the first production Global 8000 aircraft has successfully completed its inaugural flight. The milestone was completed on May 16 from Bombardier's state-of-the-art Aircraft Assembly Centre in Mississauga, Ont., and the aircraft executed a series of tests, part of the production flight test procedures during the flight. The exquisite jet landed under the expert command of pilot Sandro Novelli, assisted by co-pilot Charlie Honey and flight engineer Bhargav Bhavsar. All flight controls were exercised on the aircraft, and the systems and aircraft performed as expected.

This marks the latest milestone for Bombardier's Global 8000 program. The Global 8000 flight test vehicle (FTV) has exceeded expectations in flight testing and the first production aircraft will soon travel to Bombardier's Laurent Beaudoin Completion Centre in Montreal where interior completions will take place ahead of its planned entry-into-service (EIS) in the second half of 2025.

"This first production flight marks yet another successful milestone for Bombardier's Global 8000 program and we are very pleased with how the aircraft performed on its maiden journey," said Stephen McCullough, Senior Vice President, Engineering and Product Development, Bombardier. "Having this first production aircraft take to the skies is another important step in this journey that will redefine the business aviation landscape. With its low cabin altitude, luxurious and healthy cabin, signature smooth ride and unparalleled performance capabilities, the Global 8000 is the clear choice for discerning owners and operators who prioritize convenience and flexibility."

"This is a very special accomplishment for our Global 8000 aircraft, the latest highlight for this transformational business jet," said David Murray, Executive Vice President, Manufacturing, IT and Bombardier Operational Excellence System. "This first flight is a reflection of the dedication and high skill level of our engineering, production and flight teams to follow through and execute with precision and mastery at all stages of the manufacturing and flight-testing process."

The new Global 8000 business jet is the evolution of the highly successful Global 7500 aircraft, which has amassed more than 250,000 flying hours and 200-plus deliveries since entering into service in 2018. Bombardier's flagship of a new era, the Global 8000, sets new standards for performance and ride quality, with the top speed of any civil aircraft since Concorde at Mach 0.94, the longest range for a four-zone business jet at 8,000 NM and the industry's smoothest ride. The Global 8000 is the ultimate time machine, unlocking more routes than ever before including Dubai to Houston, Singapore to Los Angeles, London to Perth and many others, as well as introducing a first ever ultra-high cruise speed of Mach 0.92. At this average cruise speed, the Global 8000 can have a range of up to 4,200 nautical miles, getting you to your destinations in less time.

Bombardier's nimble Global 8000 also possesses impressive runway performance comparable to a light jet. Its unique design and cutting-edge engineering provide customers with the ability to access smaller airports other aircraft in its category can't access.

The Global 8000 aircraft will also set an extremely high bar in terms of luxury and comfort. This trailblazing business jet will offer exceptional comfort, featuring four true living spaces and a separate crew rest area. The discerning business jet will also feature the longest seated length size in its class along with the industry's healthiest cabin and low cabin altitude, designed to maximize passenger comfort and productivity throughout their travels.

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