



International Civil Aviation Organization

WORKING PAPER

A41-WP/589

P/30

19/9/22

(Information paper)

English only

ASSEMBLY — 41ST SESSION

PLENARY

Agenda Item 8: Statements by delegations of Member States

STATEMENT BY TÜRKIYE

(Presented by Türkiye)

Honorable President of the Assembly,
President of the ICAO Council,
Secretary General of ICAO,
Distinguished Representatives,
Ladies and gentlemen,

On behalf of the Turkish delegation, I would like to welcome all participants to the 41st session of the ICAO Assembly and wish to express my thanks to the Canadian Government and the ICAO Secretariat for facilitating this essential triennial event to be convened in person after long and devastating Covid-19 pandemic days.

I am confident that this august Assembly will successfully complete its work in a cooperative spirit. On the basis of the resolutions adopted here, ICAO will continue to contribute to the development of the safety and security of International Civil Aviation as enshrined in the Chicago Convention.

Türkiye, as one of the founding members of ICAO, spares no effort to participate in the ICAO's work and shares its experiences for the good of the aviation community. Though it had a chance just twice to be represented on the Council in the past 70 years, this did not deter its commitment to keep its Permanent Mission to ICAO open and to involve in various panels and study groups actively.

In the meantime, it is well worth noting here that Türkiye hosted two large Air Services Negotiation Events (ICAN) respectively in 2009 and 2015, thus preparing the ground for more air connectivity among the member states. The most recent support by Türkiye to ICAO was to host the Global Implementation Support Symposium in İstanbul on 28 June -1 July 2022. This event attracted more than 1200 participants from all over the world strikingly exemplifying my country's full determination to assist ICAO in the fields of capacity building, technical cooperation, and training beyond the Covid-19 pandemic adhering the ICAO's "No Country Left Behind" initiative.

I should also like to express Türkiye's readiness and willingness to share its experiences with all member countries in keeping up with the age of "Industry 5.0" with its newly developed smart and useful services in the aviation field.

One of those services is the "New Civil Aviation Approach". This model based on a reliable and universal certification system focuses on data, minimizes the negative human factor, and measures both trainer and trainee with digitalized content.

While this approach provides a modern structuring to countries with underdeveloped aviation infrastructure, it will also carry those with aviation infrastructure to a higher standard. This system will open new horizons in the sector by using the concepts of digitalization, big data, smart decision-making, and artificial intelligence at the highest level.

The New Civil Aviation Approach of Türkiye comprising of three main elements namely the corporate transformation model, automation of aviation information management system, and smart and useful aviation services. These elements are fully compatible with ICAO's targets and will contribute to the capacity building of other countries.

Dear participants,

In face of the pressing impacts of climate change, Türkiye proved its commitment to decarbonizing Civil Aviation by joining CORSIA voluntarily. We believe that CORSIA is a universal model to reduce CO2 emissions in international aviation. Other national or regional schemes should take into account CORSIA and complement it. Otherwise, they would create confusion in the harmonious implementation of CORSIA and harm environmental integrity. We should avoid creating "double counting" problems for airline operators. Otherwise, each state would be forced to establish its own emission trading systems, which would lead to chaos rather than a unified order. Türkiye calls upon all members to support CORSIA as the universal global scheme for the reduction of carbon emissions.

At this point, Türkiye also advocates that the proposed new baseline (for the second phase of CORSIA as 85% of 2019 emissions) will be detrimental to airline operators of the developing countries since it will almost double their costs, and create an unsustainable economic burden on them. We are of the opinion that airlines should not be punished for the emissions that they did not emit due to the COVID-19 pandemic, and keep the 2019 emission as the baseline.

Demonstrating its strong commitment to combat climate change by ratifying the Paris Agreement, Türkiye also welcomes the Long Term Aspirational Goal (LTAG) adopted by the Council, which aims at net-zero emission in 2050. Nevertheless, the LTAG report of CAEP showcased clearly that there is no possibility to achieve net-zero emission in aviation in 2050 by solely implementing in-sector measures. Therefore, we are of the opinion that in order to set a more realistic goal, the LTAG report should be reviewed regularly and the LTAG goal should be redetermined accordingly in light of the outcome of those reviews.

Distinguished participants,

Türkiye, ranking 16th in terms of contribution to the ICAO budget, has the 11th largest civil aviation industry and the largest flight network in the world as well as modern well-equipped airports, and its special geographical location in terms of global air transport, well deserves to be a member on the Council.

Yet, Türkiye is not a candidate for the Council elections this year. However, I assure you that you will see us running for a Council seat in 2025 and hope that Türkiye will receive the necessary support from all member states.

Taking this opportunity I would like to extend our best wishes to all candidates at the upcoming Council elections and extend our gratitude and appreciation to all of you for the excellent organization of our Assembly.

Thank you.

— END —