

Air Transport 2020

Type	Questions and Answers
Date	16 juin 2020
Source	MENA - Middle East Corporate Counsel Advisor
Jurisdiction	Turkey

Document link: https://bo-meo.lexisnexis.fr/pg/mena/Turkey_Air_Transport_2020



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1. Which international treaties governing air transport is this country a signatory to?

Turkey has ratified most of the major aviation law treaties, including the Montreal Convention for the Unification of Certain Rules for International Carriage by Air dated 28 May 1999 (Montreal Convention 1999) and Cape Town Convention on International Interests in Mobile Equipment dated 16 November 2001.

A full list of aviation law treaties Turkey has ratified can be found at http://web.shgm.gov.tr/documents/sivilhavacilik/files/pdf/uluslararasi_iliskiler/coklu_anlasmalar.pdf.

International agreements put in to effect have the force of law in Turkey.

2. What is the name of the air regulator(s) in this country and what are the main regulatory areas they have in their remit?

The regulatory body of Turkey's civil aviation sector is the Directorate General of Civil Aviation (DGCA). Since 18 November 2005, DGCA is an affiliated entity of the Transport and Infrastructure Ministry (Ministry), having a separate legal entity and an independent budget.

The main purpose of the DGCA is to ensure the full compliance to the Civil Aviation Act numbered 2920 (CAA)^[1 p.13], which aims to regulate the ever-developing field of civil aviation where advanced technology, speed and safety are of high importance. The main authorities and responsibilities of the DGCA are as follows:

- -To set and implement civil aviation policies which serve the best interest of the public good, economy, social progress and national security,
- To set the principles governing the organisation, sustainability and development of civil aviation in line with the international civil aviation rules and standards,
- To take the necessary measures in order to prevent acts violating the civil aviation regulations,
- To set principles with regard to the use of Turkish airspace and international airspaces which Turkey is responsible for serving according to the international treaties,
- To regulate air traffic management services which civil aircraft must comply by obtaining the opinion of other relevant entities,
- To set conditions for Turkish and foreign real and legal persons wishing to conduct domestic or international air transport,
- To determine necessary strategic proposals for the protection of civil aviation from unlawful interventions and other dangers and natural disasters like fires, floods and earthquakes and take and implement necessary measures,
- To investigate civil aviation accidents and incidents based on the power assigned by the Ministry, to take necessary measures accordingly and to disclose required information to the public,
- To keep the registry of civil aircraft in line with international standards,
- To take necessary measures for conducting safe flights with civil aircraft, to make inspections and carry out related certifications,
- To set principles regarding administrative and technical sanctions to be imposed on the players in civil aviation sector which violate the relevant legislation and commence necessary legal proceedings accordingly,
- To prohibit the flights and suspend or cancel the licenses of aviation enterprises or take any necessary measure for failures to comply with international standards and rules or threat to flight safety.

Visit <http://web.shgm.gov.tr/en> for in-depth information regarding DGCA.

There is a second regulator in Turkey called the General Directorate of State Airports Operations (GDSAO). GDSAO is a state-owned economic enterprise and mainly deals with the management of Turkish airports, performing ground services, air traffic control services and establishment and operation of air navigation systems and facilities. Visit <https://www.dhmi.gov.tr/Sayfalar/default.aspx> for in depth information regarding GDSAO.

3. What are the most important differences in the way air transport law and regulation operates in this jurisdiction compared to other major jurisdictions?

Turkey, being a party to most of the international treaties on civil aviation, is mostly harmonised with the rest of the world in respect of civil aviation practices.

4. What licenses and from whom are required for an airline to facilitate public transport in this country?

According to the CAA, aircraft which can use Turkish aerospace are:

- -Aircraft owned by the Turkish state,
- Turkish civil aircraft registered in Turkish aircraft registry and
- Aircraft which are authorised to do so in line with the international treaties Turkey is a party to.

The CAA state a preliminary condition to transport passengers for commercial purposes in Turkey, real persons and legal entities is to obtain the permission of the Transportation and Infrastructure Ministry.

In addition to this permit, under the Regulation on Commercial Air Carriage No. SHY-6A (Regulation SHY-6A) ^[2 p.13], operators which contemplate to carry out public transport activities must be authorised by the DGCA.

According to the CAA, commercial air transport activities to be conducted by foreign air transport companies between Turkey and other countries are subject to the evaluation of Transportation and Infrastructure Ministry in line with the bilateral and multilateral agreements Turkey is a party to.

5. Under what general circumstances can operation licenses be cancelled?

The CAA sets out the general rule for cancelling operation licenses. Therefore, if a license holder fails to satisfy any and all of the conditions set out in the CAA, the failure may lead to temporary suspension or immediate cancellation of the operation license.

Regulation SHY-6A sets out detailed scenarios where an operation license can be in jeopardy. The general circumstances which can lead to the cancellation of the operation license of an operator are as follows:

- -Failure to satisfy all the conditions set out in the CAA and the Regulation SHY-6A,
- Failure to fulfil the certification and licensing conditions for the flight crew and other operational personnel,
- Failure to fulfil the minimum operational and financial requirements in a way which endangers flight safety.

6. Are there appeal routes if an application for a license to operate an air transport company in this jurisdiction is refused?

There are no specific provisions in respect of actions which may be taken against the refusal of operator's certificate applications. However, as the refusal will be considered to be an administrative decision, applicants may challenge the decision before the courts.

7. Are there any rules or regulations on the cost of airfares, what they should include and how they need to be advertised?

Under the CAA, a license holder should determine its tariffs and their effective dates in line with commercial, fiscal and economic circumstances and announce the tariffs to third parties three days before they become effective. The tariff should also be approved by the DGCA.

General principles for the advertising and publishing of the airfares of aviation enterprises are provided in the Circular No. HUD-2015/2^[3 p.13] issued by the DGCA. Aviation enterprises must therefore:

- -Clearly state an all-inclusive fare while announcing their prices via their websites or call centres or advertising via printed, visual or internet media,
- Make sure components of all-inclusive price (main fees, service fees, taxes, insurance, fuel costs and other details) are published in a way which allows passengers to access the information easily,
- Make sure optional service fees are published on the website explicitly and separately and no extra fees can be charged in addition to the inclusive prices other than optional service fees,
- Make sure detailed information regarding ticket changes, cancellations and refunds are published through the relevant channels and passengers are informed before they buy tickets.

8. Are there rules governing the opening of branches by air transport companies in this country?

There are no specific rules regarding opening branches by aviation enterprises. Therefore, opening branches by aviation enterprises is subject to the general rules set out under the Turkish Commercial Code (6102)^[4 p.13].

9. Can sanctions prevent the operation of specific air transport companies in this country and how are they generally imposed?

Yes. Under the Law on the Prevention of the Financing of Terrorism^[5 p.13], decisions of the UN Security Council for freezing assets are applicable in Turkey following the approval of the President. In addition to UN Security Council decisions, requests of other states to hear them may be implemented in Turkey and following the approval of the President of Turkey. If an aviation enterprise is subject to these sanctions, it will be prevented from operating in Turkish airspace.

10. What are the rules governing compensation for air passengers for delays or cancellation of flights?

Under the Regulation on Air Passenger Rights (SHY-Passenger)^[6 p.13], passengers whose flight is cancelled or delayed more than a certain period of time will be provided by the aviation enterprise certain remedies depending on the length of the flight and length of the delay.

Cancellation

In the case of cancellation, the aviation enterprise must;

- -Offer one of the following alternative remedies to the passenger:
 - Refund the price of the ticket price for part of travel already undertaken by the passenger and if it is not feasible to complete the part or parts of the travel planned by the passenger any more, the ticket price for the incomplete part of the travel should be refunded. A flight for the passenger to go back to the starting point of their travel free of charge should be provided (Refund).
 - A route change to the final destination at the earliest opportunity under similar transport conditions (Immediate Route Change).
 - A route change to the final destination on a date to be considered suitable by the passenger under similar transport conditions, depending on seat availability (Postponed Route Change).
- -Offer the following assistance to the passenger depending on the waiting period of the passenger:
 - For waiting periods between two and three hours, hot and cold beverages in reasonable amounts,
 - For waiting periods between three and five hours, breakfast or lunch depending on the time of the day in addition to hot and cold beverages,
 - For waiting periods more than five hours, breakfast or lunch depending on the time of the day, hot and cold beverages and additional snacks (collectively Food Assistance).
- -Offer two telephone conversations, fax messages or e-mail correspondence without any charge (Communication Assistance).
 - Where the passenger requests a route change and the flight offered to the passenger is on the day after the planned flight of the passenger or later, offer accommodation or transportation (Accommodation and Transportation Assistance).
 - Offer compensation in the following scenarios, unless the aviation enterprise prove it took all the possible precautions to prevent the cancellation:
 - In the event the passengers were not informed of the cancellation at least two weeks before the planned departure time,
 - In the event the passengers were not informed of the cancellation two weeks to seven days before the planned departure time and were not offered a route change which allows them to depart up to two hours before the planned departure time and to arrive four hours after the planned arrival time,
 - In the event they were not informed of the cancellation seven days before the planned departure time and not offered a route change which allows the passengers to depart one hour before the planned departure time and to arrive two hours after the planned arrival time (Compensation).

Compensation may be reduced in half where an alternative route is offered to the passenger which does not cause delay exceeding certain thresholds depending on the total distance of the flight.

Delay

In case an aviation enterprise expects a flight to be delayed;

- -for two or more hours for the flights shorter than 1500 kilometres (including 1,500km) and for domestic flights,
- -for three or more hours for the flights between 1,500 and 3,500 kilometres (including 3,500km),
- -for four or more hours for the flights longer than 3,500 kilometres,

the aviation enterprise must offer Food Assistance and Communication Assistance.

The aviation enterprise must also offer Accommodation and Transportation Assistance if the expected time of departure is a day after the initially planned time of departure.

If the delay is more than five hours, the aviation enterprise must also offer a Refund.

11. Do the rules for compensation for air passengers for delays or cancellation differ depending on whether the customer has purchased flight only or a package?

SHY-Passenger says that where a package tour is cancelled, passengers may opt for either the remedies provided in the SHY-Passenger and the remedies provided in the Regulation on Package Tour Agreements, except for compensation^{[7 p.13][8 p.13]}. Passengers can therefore apply for the following remedies in addition to the remedies provided in the SHY-Passenger for cancellations of a flight which is part of a package tour:

- -Join another package tour which costs the same or more without paying more,
- Join another package tour which costs less provided the price difference is refunded to the customer,
- Terminate the package tour agreement without paying compensation.

12. What are the rules governing compensation for air passengers for loss or damage to luggage?

The CAA governs the rules regarding the claims due to the loss or damage to luggage in line with the Montreal Convention 1999.

Under the CAA, aviation enterprises are liable for loss of or damages to luggage which occurs during air transportation. Passengers should check whether the luggage is damaged while taking delivery of the luggage. If the passenger does not raise an objection on the delivery of the luggage, it is presumed the luggage is delivered without any damage. Where the passenger realises the luggage is damaged after taking delivery of it, the passengers may notify the aviation enterprise regarding the damage in writing within seven days of taking delivery of the luggage. The notice should be made within 21 days where the luggage delivery is delayed.

The amount of compensation to be claimed is subject to the limitations set out in the Montreal Convention 1999.

13. What are the main defences for liability for damage and loss of baggage or cargo?

According to the CAA, aviation enterprises may be exonerated from liability if they prove they and their employees took all the necessary precautions to avoid the damage or it was not possible to do so in line with the circumstances of the case.

If the aviation enterprise can prove the damage was caused or contributed to by the negligence or other wrongful act or omission of the person claiming compensation, the aviation enterprise will be wholly or partly exonerated.

Aviation enterprises may also be exonerated from liability if they prove the notification regarding the damage to luggage is not made within the time limit stipulated in the CAA.

14. What are the rules governing compensation for loss or damage of cargo transported by air?

According to the CAA, aviation enterprises may be exonerated from liability if they prove they and their employees took all the necessary precautions to avoid the damage or it was not possible to do so in line with the circumstances of the case.

If the aviation enterprise can prove the damage was caused or contributed to by the negligence or other wrongful act or omission of the person claiming compensation, the aviation enterprise will be wholly or partly exonerated.

Aviation enterprises may also be exonerated from liability if they prove the notification regarding the damage to luggage is not made within the time limit stipulated in the CAA.

However, aviation enterprises cannot claim notification was not made in the required time, because notification is not a condition for claiming compensation for loss of baggage or cargo.

15. Is it possible under contract for parties to agree to different compensation terms for loss or damage of cargo transported by air?

The CAA provides that aviation enterprises may restrict their liability provided they comply with the Warsaw Convention for the Unification of Certain Rules relating to International Carriage by Air dated 12 October 1929 and any amendments to it. However, aviation enterprises are free to increase their liability under that international treaty.

16. What is classified as international and what is classified as domestic air transport in this context [country?] and what are the main differences of the two statuses?

The terms 'international air transport' and 'domestic air transport' are not defined under Turkish law. Therefore the definition of international air carriage in the Montreal Convention 1999 will apply.

The differentiation of domestic and international flights is important as the applicable law may vary accordingly. For example, compensation in case of cancellation or delay of the flight differ for international and domestic flights.

17. Which agency in this country is responsible for health and safety rules in relation to aircraft?

The GDCA is responsible for the health and safety rules in relation to aircraft.

18. What are the rules governing successive air carriers in this jurisdiction?

The provisions of the CAA in this area are in line with the Montreal Convention 1999. Accordingly, if transportation is conducted consecutively by different carriers, each carrier is considered a party of the carriage contract for the parts of the carriage completed under its control. In this case, unless the initial carrier assumes liability for the whole carriage, passengers or cargo owners may only raise a claim against the carrier who was responsible for the part of the carriage where the accident or delay took place.

For the claims regarding luggage or cargo, the passenger or consignor may raise a claim against the first carrier and the passenger or consignee who is entitled to delivery may raise a claim against the last carrier. In addition, each of these persons may raise a claim against the carrier who performed the carriage during which the destruction, loss, damage or delay took place. These carriers will be jointly and severally liable to the passenger or to the consignor or consignee.

19. What are the rules governing a situation in this jurisdiction where carriage is partly by air and partly by another means of transport?

According to the CAA, in case of 'combined' carriages, the CAA only applies to the part of the carriage which is carried out by air.

20. What are the mandatory insurance obligations for air transport operators in this jurisdiction?

Under the CAA, aviation enterprises authorised to perform domestic and international carriage of passengers, cargo and mail are required to have liability insurance covering the enterprise itself and its employees against damage they may cause to passengers, luggage, cargo and mail. In addition, all Turkish and foreign aircraft must have third party liability insurance against the possible damage incurred by third parties.

Failure to fulfil the mandatory insurance requirement, will mean the relevant aircraft will not be allowed to fly.

Scope, limits and minimum insurance coverage of the required insurance policies are regulated in detail by the DGCA in two separate secondary legislation. These are the Regulation on the Passenger, Cargo and Post Liability Insurance for Aircraft Operating in Turkey^[9 p.13] and the Regulation on Third Party Liability Insurance for Civil Aircraft^[9 p.13].

21. Are there any taxes or duties payable by those operating air transport businesses?

There is no tax or duty specifically levied on aviation enterprises operating in Turkey. Therefore, aviation enterprises are subject to the general taxes such as corporate income tax, motor vehicle tax, special consumption tax, etc.

22. Are there any rules on the documentation which must be provided as part of an air ticket?

Under the CAA, aviation enterprises will issue a ticket to the passenger for domestic flights including the following information on it:

- - Carrier's name or trade name and address,
 - Passenger's full name,
 - Ticket's number, date and place of issuing,
 - Fare, or if ticket is issued free of charge, a remark relating to it,
 - Points of departure, destination and transfer if any,
 - A statement that the liability of the aviation enterprise is limited in line with the CAA.

Where the aviation enterprise does not issue a ticket meeting the above requirements, it will not benefit from the limitations of liability set out in the CAA.

There is no specific rule under the CAA for international flights. Accordingly, rules under the Montreal Convention 1999 apply.

23. Are there any rules on the documentation of cargo which is to be transported by air?

Under the CAA, aviation enterprises will issue an airway bill three copies, one for each of the carriers, consignees and forwarders. For domestic flights, this will have to include the following information on it:

- - Airway bill's number, date and place of issuing,
 - Carrier's name or trade name and address,
 - Forwarder's full name or trade name, if any, and address,
 - Consignee's full name or trade name, if any, and address,
 - Points of departure, destination and transshipment, if any,
 - Type, number, quantity and weight of cargo,
 - Value of cargo, if specifically stated,
 - Cost of transportation and payment conditions; in case of gratuitous transportation a remark relating to it,
 - If required, other necessary documents to be attached to the airway bill,
 - A statement that the liability of the aviation enterprise is limited in line with the CAA.

In case the aviation enterprise does not issue an airway bill meeting the above requirements, it will not benefit from the limitations of liability set out in the CAA.

There is no specific rule under the CAA for international flights. Accordingly, rules under the Montreal Convention 1999 apply.

24. Is the airline responsible for compliance with any specific security checks of passengers or cargo?

Under the Instruction on the Security Administration Systems issued by the DGCA, management of the aviation enterprises have the primary responsibility in aviation activities being carried out and developed in line with the aviation security rules.

Aviation enterprises are under an obligation to take all the necessary measures in order to ensure the sustainable civil aviation security in line with Annex 17 to the Convention on International Civil Aviation and National Civil Aviation Security Programme standards. Aviation enterprises will also train their personnel and develop practices in respect of aviation security.

Under the Regulation on the Facilitation of Air Transport^[10 p.13], airport operators and terminal operators are under an obligation to adopt the measures stated under Annex 9, Facilitation, published by the International Civil Aviation Organisation and Part 1 of the ECAC Doc 30, Facilitation published by the European Civil Aviation Conference, establish the standards stated by the World Health Organisation and World Customs Organisation and also follow the Turkish customs regulations and Turkish National Civil Aviation Security Programme in respect of admitting passengers and cargo.

25. How does the air carriers responsibility for death or injury to a passenger during flight, embarking or disembarking work?

The CAA provides carriers are liable against any corporal injury suffered by or the death of a passenger which was caused by an accident which occurs inside, while embarking or disembarking the aircraft. In case of injury, the injured passenger and in case of death, the dependents of the passenger may claim pecuniary and non-pecuniary damages.

In case of injury, pecuniary compensation liability includes costs of medical treatment, loss of income, losses arising from a decrease in or the complete loss of ability to work or endangerment of economic future.

In case of death, pecuniary compensation liability includes funeral costs, costs of medical treatment if the passenger did not die immediately and loss of material support by dependents of the passenger.

It is also possible to claim moral damages in cases of death. The amount of moral damages which can be claimed is in the courts' discretion.

26. What are the rules governing compensation if a passenger is prevented from boarding a flight?

Under the SHY-Passenger, in case a denied boarding is envisaged on a flight, the aviation enterprise will make an announcement to find volunteers who will waive their reservations in return for benefits in addition to the Refund, Immediate Route Change and Postponed Route Change.

If sufficient number of passengers do not volunteer, aviation enterprise will provide the following remedies to the passenger whose boarding is denied:

- -Compensation,
- Refund, Immediate Route Change or Postponed Route Change,
- Food Assistance,
- Communication Assistance,
- Accommodation Assistance, and
- Transport Assistance.

27. What rights do air carriers have to prevent a passenger from boarding due to bad behaviour?

SHY-Passenger does not provide any remedies for denied boarding in case there is a reasonable ground to prevent a passenger from boarding, such as health, safety, security and missing travel documentation. Therefore, SHY-Passenger implicitly enables the aviation enterprises to deny the boarding of passengers due to a reasonable ground such as the ones listed above. Official publications of DGCA shed some more light upon the issue, stating that aviation enterprises which are members of International Air Transport Association may deny the boarding of, cancel the reservations of or disembark a passenger for a number of reasons, including abnormal behavior of the passenger, passengers showing symptoms of a contagious disease, passenger seeming intoxicated or poisoned due to intake of alcohol, drugs etc., passenger resisting the safety practices.

28. In what circumstances does an air carrier have the right to dispose of cargo?

Under the Turkish Commercial Code, there are two main grounds for an aviation enterprise to dispose of cargo:

- i) In case the cargo is a type of dangerous goods and the carrier does not know the type of the danger posed by it while taking delivery of the cargo, the carrier may dispose of the cargo if necessary.
- ii) In case there are obstacles for the carriage to be made in line with the contract or the delivery of the cargo, aviation enterprise must wait for the instructions of the consignor. If the instruction is not provided in due course and the cargo is a perishable commodity which cannot be valued for sale, the carrier may dispose of the cargo.

29. Are there any time limits for making claims for lost or damaged cargo or baggage?

Apart from the seven days' notice period for luggage and 14 days' notice period for cargo, the lawsuit for liability must be brought within two years from the date the relevant aircraft lands or should have landed at the destination, or the date when the carriage has stopped.

30. Are there any time limits for making claims for delays or cancellations of passenger journeys?

A two year time limit applies for liability claims arising from delays and cancellations as well.

31. Are there any specific rules governing the carriage and reported carriage of dangerous goods?

Yes, carriage of dangerous goods is regulated separately under the Regulation on Air Transport of Dangerous Goods^[11 p.13]. Dangerous goods are defined as the goods listed in the latest version of the ICAO Technical Order Doc. No: 9284 and the goods which are classified in it which could pose a risk for life, property and environment. Aviation enterprises wishing to transport dangerous goods should obtain a Dangerous Goods Transportation Authorisation Certificate. Dangerous goods carried by air should be packed, labelled and remarked in line with the ICAO Technical Order Doc. No: 9284.

32. Are there any specific rules governing the reporting of accidents which occur while an air carrier is in this jurisdiction?

Under the CAA, any kind of civil aircraft accident will be notified to the Transport and Infrastructure Ministry by the pilot-in-command, or if this is not possible, by a crew member, aircraft operator or the local administrative officials. The Regulation on the Investigation of Civil Aviation/Aircraft Accidents (SHY-13)^[12 p.13] regulates the mandatory content of the accident notification and the investigation to be conducted.

In addition, under the Regulation on the Report of Security Events Related to Air Traffic Services (SHY 65-02)^[13 p.13], air traffic controllers, pilots, aviation enterprises and other personnel working in air traffic service units are under an obligation to report any events specified on the Annex A of it, such as potential collisions, any dysfunction of lightning services etc.

33. Are there any specific rules governing the training and updating of staff?

According to the Training Instruction published by the DGCA, aviation enterprises must train and update their personnel or procure training services from third parties. Personnel who do not complete the relevant training and their updates cannot assume active duty.

34. Are there any rules governing the carriage of weapons including weapons used in sports?

Under the CAA, passengers are prohibited from carrying arms, ammunition or any kind of warfare materials during flights. However, the Ministry has the power to give general or specific permissions and set out exceptions to this rule. According to the official website of the DGCA, certain weapons can be carried in the check-in baggage of passengers.

35. Are there any rules governing competition within the air transport market in this jurisdiction?

There are no specific rules for competition in the aviation market. Aviation enterprises are subject to the general rules on the protection of the competition. Law on the Protection of Competition numbered 4054 (Competition Law)^[14 p.13] is the principal legislation with regards to competition practice in Turkey. The Turkish Competition Authority, a regulatory body established in 1997, ensures the functioning of competitive markets in line with the Competition Law. There are two main competition law regimes in effect in Turkey. These are the prohibition of restricting horizontal or vertical competition and merger-control.

36. Are there rules governing the ownership of air transport companies in this jurisdiction?

According to the Regulation SHY-6A, the majority of the shares and the majority and control of the voting rights and management of the aviation enterprises must belong to Turkish citizens.

Firm



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Description

Since 1989, we have strived to reshape the Turkish law firm model in harmony with modern standards of professional practice while still preserving the personal attention that our clients have come to expect. Our pioneering efforts have allowed our firm to be rightfully recognized as the first “Full Service Law Firm” in Turkey.

Full service independent law firm

Throughout our history, we have chosen to remain independent of global coalitions. This has given us the flexibility to adopt the best global practices and apply them to the necessities arising in local practice. We independently built the foundation for

the modern Turkish legal practice models and are proud of where our determination has taken us. Nonetheless, we recognize that client's needs evolve and our innovation continues to improve the services that can be offered. We have never rested on our laurels, and we will continue to work just as hard to remain ahead of the curve.

Our size and expertise make us one of the few truly full-service independent Turkish law firms with a global reach, either at home in the role of primary counsel or as local counsel for our foreign and domestic clients. Our firm's expertise and institutional knowledge enables us to go beyond simple lawyering and develop creative business-oriented solutions according to client needs. We accomplish this by putting clients first and becoming intimately acquainted with all aspects of their business and legal needs.

A large team with unprecedented experience

We take full advantage of our size: every project is handled by a unique project team composed of attorneys with the precise area of expertise and level of experience that the task requires. Our project teams are led by an exceptional corps of partners, each with decades of experience managing landmark projects in every practice area. Each new project calls for a different team composition which allows our attorneys to absorb more institutional knowledge and create ever-increasing synergies throughout project lifecycles and across practice areas. Our experience in international transactions allows us to assist clients expanding into other markets by collaborating closely with local counsel in developing economies throughout the MENA region.

Known for innovation

The firm's reputation for innovation goes back almost three decades, having drafted many first-of-its-kind agreements in cross-border transactions that continue to be used as model agreements in the market today. Our output continues to set industry standards, as our attorneys combine their experience in global transactions and international education with their strong base in Turkish law to generate unique client solutions.

Understanding your business

In today's rapidly changing business environment, decision makers need two things to be successful: trust in relationships and insightful advice at work. Understanding and meeting the expectations of business leaders requires rethinking how legal advice should be provided. We believe our expertise is meaningful to the extent that it helps you achieve your business objectives. This is why our ambition is to go beyond delivering technical answers to legal inquiries. We strive to understand your business in its entirety and provide solutions for your success.

Authors



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Biography

İsmet Bozoğlu is a Partner at Hergüner Bilgen Özeke where he is among the leaders in the firm's Corporate Support practice group. İsmet specializes in guiding Turkish subsidiaries of global corporations through complicated patchworks of compliance requirements. He has specific expertise in the maritime and aviation industries, but also continues to provide operational support to clients in a range of other industries such as healthcare, medical device, food and beverage, telecommunications, and publishing industries. He is a member of the International Law Institute (ILI) Istanbul Chapter and the Corporate Governance Association of Turkey. İsmet has also authored several articles in relation to corporate law, and dispute resolution, and aviation law.



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Education

Türkey received his LLB from Istanbul Bilgi University in 2017 and became a member of the Istanbul Bar Association in 2018.

Biography

He is an Associate in the firm's Corporate Support, M&A, and Real Estate practice groups. He assists the firm's international and domestic clientele with their day to day corporate needs, real estate and land related issues, and in cross border and domestic M&A transactions. He has experience in a number of sectors, including working on projects specific to the aviation, maritime, and transportation sectors.

He recently co-authored the articles Maritime Financing Going Green: The Poseidon Principles and Beyond and An Innovative Solution for Securing Aircraft Financing: Insurance-Backed Financing Models for the Hergüner Bilgen Özeke newsletter.

Notes

1. ^{^ [p.4]} Published in the Official Gazette dated 19 October 1983, and numbered 18196.
2. ^{^ [p.5]} Published in the Official Gazette dated 16 November 2013, and numbered 28823.
3. ^{^ [p.5]} Published by the DGCA on 27 July 2015 with number 36738619-501.98/E. 1067 (http://web.shgm.gov.tr/documents/sivilhavacilik/files/mevzuat/sektorel/genelgeler/Genelge_HUD_2015_2_Bilet.pdf)
4. ^{^ [p.5]} Published in the Official Gazette dated 13 January 2011, and numbered 27846.
5. ^{^ [p.5]} Published in the Official Gazette dated 16 February 2013, and numbered 28561.
6. ^{^ [p.5]} Published in the Official Gazette dated 03 December 2011, and numbered 28131.
7. ^{^ [p.6]} Published in the Official Gazette dated 14 January 2015, and numbered 29236.
8. ^{^ [p.6]} Published in the Official Gazette dated 14 January 2015, and numbered 29236.
9. ^{^ [p.8] [p.8]} Published in the Official Gazette dated 27 July 2017, and numbered 30136.
10. ^{^ [p.9]} Published in the Official Gazette dated 13 August 2013, and numbered 28734.
11. ^{^ [p.10]} Published in the Official Gazette dated 13 April 2018, and numbered 30390.
12. ^{^ [p.10]} Published in the Official Gazette dated 10 November 1985, and numbered 18924.
13. ^{^ [p.10]} Published in the Official Gazette dated 18 June 2014, and numbered 29034.
14. ^{^ [p.10]} Published in the Official Gazette dated 13 December 1994, and numbered 22140.