TÜRK HAVA YOLLARI A.O.

2025 CDP Corporate Questionnaire 2025

Word version

Important: this export excludes unanswered questions
This document is an export of your organization's CDP questionnaire response. It contains all data points for questions that are answered or in progress. There may be questions or data points that you have been requested to provide, which are missing from this document because they are currently unanswered. Please note that it is your responsibility to verify that your questionnaire response is complete prior to submission. CDP will not be liable for any failure to do so.
Read full terms of disclosure

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09/15/2025, 12:24 pm

Contents

C1. Introduction

(1.1) In which language are you submitting your response?

Select from:

☑ English

(1.2) Select the currency used for all financial information disclosed throughout your response.

Select from:

☑ USD

(1.3) Provide an overview and introduction to your organization.

(1.3.2) Organization type

Select from:

☑ Publicly traded organization

(1.3.3) Description of organization

Türk Hava Yolları Anonim Ortaklığı (Turkish Airlines - THY - Company) was founded in Türkiye in 1933. Turkish Airlines' main fields of activity are all types of domestic and international passenger and cargo air transportation. 50.88% of Turkish Airlines' shares are publicly traded, 49.12% are owned by the Türkiye Wealth Fund, and one C group share is owned by the Republic of Türkiye Ministry of Treasury and Finance Privatization Administration. With a paid-in capital of 1.38 billion TL, Turkish Airlines had 19 subsidiaries and affiliates operating in various fields as of 2024. Through these affiliates, Turkish Airlines diversifies its operations, achieving cost advantages, operational flexibility, quality, and efficiency. Turkish Airlines, the airline that flies to the most countries and international destinations in the world, had a flight network comprising 352destinations by the end of 2024, including 53 domestic and 299 international routes. By increasing the number of aircraft in its fleet by 36% over the last five years, Turkish Airlines reached a total of 492 aircraft by the end of 2024, including 130 wide-body, 338 narrow-body passenger aircraft, and 24 cargo aircraft. Aspiring to have the youngest and most modern fleet in Europe, Turkish Airlines has expanded our fleet through the acquisition of high-tech, fuel-efficient, and environmentally-friendly aircraft that provide exceptional levels of comfort. With one of the youngest aircraft fleets in the world in terms of fleet size and being named "Türkiye's Most Valuable Brand" for the fifth consecutive year, we, at Turkish Airlines, continue to acquire next generation aircraft with high fuel efficiency and low noise levels. At present, Turkish Airlines flies to 353 destinations, of which 53 are domestic and 300 are international. Within the framework of its 2023-2033 Strategic Plan, the number of aircraft is targeted to reach over 800 by 2033. With this vision created to generate high value for all stakeholders, our

Incorporation aims to boost its revenue to 50 billion USD and reach over 170 million passengers. Additionally, we prioritize aircraft modification projects that improve fuel efficiency, within the scope of our fuel efficiency policy. We take action to optimize our operations through fleet modernization with the continued addition of next-generation aircraft with high fuel efficiency and low emission values to our fleet. With our young fleet of 492 aircraft as of the end of 2024, we proudly carry Türkiye's national flag around the world, flying to 131 countries from our new home at Istanbul Airport.
[Fixed row]

(1.4) State the end date of the year for which you are reporting data. For emissions data, indicate whether you will be providing emissions data for past reporting years.

	End date of reporting year	Alignment of this reporting period with your financial reporting period	Indicate if you are providing emissions data for past reporting years
	12/31/2024	*Select from:* ☑ Yes	*Select from:* ☑ No

[Fixed row]

(1.4.1) What is your organization's annual revenue for the reporting period?

22669000000

(1.5) Provide details on your reporting boundary.

	Is your reporting boundary for your CDP disclosure the same as that used in your financial statements?
	Select from:

	Is your reporting boundary for your CDP disclosure the same as that used in your financial statements?
	☑ Yes

[Fixed row]

(1.6) Does your organization have an ISIN code or another unique identifier (e.g., Ticker, CUSIP, etc.)?

ISIN code - bond

(1.6.1) Does your organization use this unique identifier?

Select from:

☑ Yes

(1.6.2) Provide your unique identifier

US10010YAA01

ISIN code - equity

(1.6.1) Does your organization use this unique identifier?

Select from:

☑ Yes

(1.6.2) Provide your unique identifier

TRATHYAO91M5

CUSIP number

(1.6.1) Does your organization use this unique identifier?

Select from:

☑ No

Ticker symbol

(1.6.1) Does your organization use this unique identifier?

Select from:

☑ Yes

(1.6.2) Provide your unique identifier

THYAO.TI

SEDOL code

(1.6.1) Does your organization use this unique identifier?

Select from:

☑ No

LEI number

(1.6.1) Does your organization use this unique identifier?

Select from:

☑ Yes

(1.6.2) Provide your unique identifier

789000EV8M3BL7ZPFB03

D-U-N-S number

(1.6.1) Does your organization use this unique identifier?

Select from:

☑ No

Other unique identifier

(1.6.1) Does your organization use this unique identifier?

Select from:

☑ No

Ticker symbol

(1.6.1) Does your organization use this unique identifier?

Select from:

☑ Yes

(1.6.2) Provide your unique identifier

THYAO.IS

Ticker symbol

(1.6.1) Does your organization use this unique identifier?

Select from:

☑ Yes

(1.6.2) Provide your unique identifier

THYAO
[Add row]

(1.7) Select the countries/areas in which you operate.

Select all that apply
☑ Turkey

(1.8) Are you able to provide geolocation data for your facilities?

(1.8.1) Are you able to provide geolocation data for your facilities?

Select from:
☑ Yes, for some facilities

(1.8.2) Comment

Turkish Airlines conducted a water risk assessment for its main operation location, Istanbul Airport, using the WRI Aqueduct tool. The results indicated a low level of water risk for this location.
[Fixed row]

(1.8.1) Please provide all available geolocation data for your facilities.

Row 1

(1.8.1.1) Identifier

Low Risk of Water Stress in İstanbul Airport

(1.8.1.2) Latitude

28.73014

(1.8.1.3) Longitude

41.276819

(1.8.1.4) Comment

Turkish Airlines conducted a water risk assessment for its main operation location, Istanbul Airport, using the WRI Aqueduct tool. The results indicated a low level of water risk for this location.
[Add row]

(1.21) For which transport modes will you be providing data?

Select all that apply

☑ Aviation

(1.24) Has your organization mapped its value chain?

(1.24.1) Value chain mapped

Select from:

☑ Yes, we have mapped or are currently in the process of mapping our value chain

(1.24.2) Value chain stages covered in mapping

Select all that apply

☑ Upstream value chain

☑ Downstream value chain

(1.24.3) Highest supplier tier mapped

Select from:

☑ Tier 1 suppliers

(1.24.4) Highest supplier tier known but not mapped

Select from:

☑ All supplier tiers known have been mapped

(1.24.7) Description of mapping process and coverage

THY continuously monitors sectoral and global developments that have the potential to impact the supply chain, identify elements that may pose risks, and develop various strategies to manage these risks. Some elements included in this strategy are the creation of climate change adaptation plans, strengthening infrastructure, integrating ESG factors into the THY supply chain, diversifying the supply chain, and evaluating low-carbon technologies. The Company conducts periodic meetings and detailed analyses to ensure that its subsidiaries and affiliates follow a path consistent with its sustainability strategies. During this process, the current sustainability performance of these companies has been evaluated, areas for improvement have been identified, and the necessary actions to be taken have been defined.As affiliated companies and subsidiaries directly contribute to the Company's products and services, they also become critical suppliers, making sustainability efforts with these companies even more important. In this context, capacity building programmes have been designed to enhance the sustainability performance of affiliates to meet the Company's level, and regular stakeholder meetings and sustainability training sessions have been scheduled. The agenda of these meetings includes best practices, sectoral developments, regulatory compliance, performance targets and the status of these targets, as well as new project proposals developed for continuous improvement. As part of the strategy to enhance the sustainability performance of these companies, a series of key steps have been outlined, including the monitoring, calculation and reporting of verified emissions data to the Company, the implementation of environmental and occupational health management systems, the promotion of supplier code of conduct, the establishment of human rights policies and the preparation of corporate documents on ethical principles. In addition to these efforts, it has been decided to hold sustainability meetings with affiliate companies at least twice a year by 2025, as well as to set annual sustainability targets for these companies and monitor their performance.As part of our Türkiye Sustainability Reporting Standards (TSRS) compliant Sustainability Report, potential sustainability and climate-related risks associated with all our subsidiaries and affiliates have been analyzed and evaluated. Relevant information exchange and communication have been carried out accordingly.
[Fixed row]

(1.24.1) Have you mapped where in your direct operations or elsewhere in your value chain plastics are produced, commercialized, used, and/or disposed of?

(1.24.1.1) Plastics mapping

Select from:

☑ Yes, we have mapped or are currently in the process of mapping plastics in our value chain

(1.24.1.2) Value chain stages covered in mapping

Select all that apply

☑ Upstream value chain

☑ Downstream value chain

☑ End-of-life management

(1.24.1.4) End-of-life management pathways mapped

Select all that apply

☑ Preparation for reuse

☑ Recycling

[Fixed row]

C2. Identification, assessment, and management of dependencies, impacts, risks, and opportunities

(2.1) How does your organization define short-, medium-, and long-term time horizons in relation to the identification, assessment, and management of your environmental dependencies, impacts, risks, and opportunities?

Short-term

(2.1.1) From (years)

0

(2.1.3) To (years)

3

(2.1.4) How this time horizon is linked to strategic and/or financial planning

Considering dynamic factors such as rapidly changing weather conditions, customer demands, and fuel prices, a time frame of 0-3 years was selected for short-term strategies.

Medium-term

(2.1.1) From (years)

4

(2.1.3) To (years)

10

(2.1.4) How this time horizon is linked to strategic and/or financial planning

For the medium-term strategies, a time frame of 4-10 years was selected, accounting for aircraft manufacturers' production slot availability. With this approach that incorporates sectoral metrics, the company's medium-term plans are developed within a comprehensive plan that closely follows trends.

Long-term

(2.1.1) From (years)

11

(2.1.2) Is your long-term time horizon open ended?

Select from:

☑ No

(2.1.3) To (years)

20

(2.1.4) How this time horizon is linked to strategic and/or financial planning

When defining the long-term strategy, the fact that the economic life of passenger aircraft is 20 years, and that next-generation aircraft are generally introduced to the market in 20-year periods was considered. Therefore, a time frame of 11-20 years was chosen for long-term strategies. Additionally, commitments that extend beyond 20 years also fall under the long-term category, including the carbon emission reduction targets of the international air transportation sector and Turkiye's 2053 net-zero target.
[Fixed row]

(2.2) Does your organization have a process for identifying, assessing, and managing environmental dependencies and/or impacts?

	Process in place	Dependencies and/or impacts evaluated in this process
	Select from: ☑ Yes	*Select from:* ☑ Both dependencies and impacts

[Fixed row]

(2.2.1) Does your organization have a process for identifying, assessing, and managing environmental risks and/or opportunities?

	Process in place	Risks and/or opportunities evaluated in this process	Is this process informed by the dependencies and/or impacts process?
	Select from: ☑ Yes	*Select from:* ☑ Both risks and opportunities	*Select from:* ☑ Yes

[Fixed row]

(2.2.2) Provide details of your organization's process for identifying, assessing, and managing environmental dependencies, impacts, risks, and/or opportunities.

Row 1

(2.2.2.1) Environmental issue

Select all that apply

☑ Climate change

☑ Water
☑ Plastics
☑ Biodiversity

(2.2.2.2) Indicate which of dependencies, impacts, risks, and opportunities are covered by the process for this environmental issue

Select all that apply
☑ Dependencies
☑ Impacts
☑ Risks
☑ Opportunities

(2.2.2.3) Value chain stages covered

Select all that apply
☑ Direct operations
☑ Upstream value chain
☑ Downstream value chain
☑ End of life management

(2.2.2.4) Coverage

Select from:
☑ Full

(2.2.2.5) Supplier tiers covered

Select all that apply
☑ Tier 1 suppliers

(2.2.2.7) Type of assessment

Select from:

☑ Qualitative and quantitative

(2.2.2.8) Frequency of assessment

Select from:

☑ More than once a year

(2.2.2.9) Time horizons covered

Select all that apply

☑ Short-term

☑ Medium-term

☑ Long-term

(2.2.2.10) Integration of risk management process

Select from:

☑ Integrated into multi-disciplinary organization-wide risk management process

(2.2.2.11) Location-specificity used

Select all that apply

☑ Site-specific

☑ National

(2.2.2.12) Tools and methods used

Commercially/publicly available tools

☑ TNFD – Taskforce on Nature-related Financial Disclosures

☑ WWF Biodiversity Risk Filter

Enterprise Risk Management

☑ Enterprise Risk Management

International methodologies and standards

☑ Environmental Impact Assessment

☑ IPCC Climate Change Projections

☑ ISO 14001 Environmental Management Standard

☑ Other international methodologies and standards, please specify :International Energy Agency's (IEA) STEPS and NZE2050 Climate Scenarios, IEA's World Energy Outlook (WEO); IATA Environmental Assesment-IEnvA

Databases

☑ Other databases, please specify :IPCC WGI Interactive Atlas

Other

☑ Desk-based research

☑ Internal company methods

☑ Materiality assessment

☑ Scenario analysis

(2.2.2.13) Risk types and criteria considered

Acute physical

☑ Heat waves

☑ Heavy precipitation (rain, hail, snow/ice)

☑ Storm (including blizzards, dust, and sandstorms)

Chronic physical

☑ Changing precipitation patterns and types (rain, hail, snow/ice)

☑ Changing temperature (air, freshwater, marine water)

☑ Changing wind patterns

☑ Increased severity of extreme weather events

☑ Temperature variability

Policy
☑ Carbon pricing mechanisms
☑ Changes to national legislation
☑ Poor coordination between regulatory bodies

Market
☑ Availability and/or increased cost of certified sustainable material
☑ Availability and/or increased cost of recycled or renewable content
☑ Changing customer behavior
☑ Uncertainty in the market signals

Reputation
☑ Stigmatization of sector

Technology
☑ Transition to lower emissions technology and products

Liability
☑ Non-compliance with regulations

(2.2.2.14) Partners and stakeholders considered

Select all that apply

☑ NGOs
☑ Customers
☑ Employees
☑ Investors
☑ Suppliers
☑ Regulators
☑ Local communities

(2.2.2.15) Has this process changed since the previous reporting year?

Select from:

☑ No

(2.2.2.16) Further details of process

THY uses a Sustainability SWOT analysis to identify internal strengths and weaknesses, as well as external risks and opportunities. This analysis, defined under the Sustainability Risks and Opportunities Management Procedure, is documented using the Sustainability Risks and Opportunities Evaluation Form and/or the Environmental Risk/ Opportunity Evaluation Form. The purpose of the procedure is to identify, define, prioritize, and assign responsibilities for THY's risks and opportunities related to environment, climate, wildlife trafficking, biodiversity, emissions, energy efficiency, and sustainability issues; to determine existing measures and additional measures that can be taken to mitigate risks; and to establish the standard method required exclusively for trade-off studies related to sustainability topics. In this context, THY carries out activities to identify and assess risks and opportunities within the scope of its Environmental Management System, CDP, TCFD, TSRS, Emission Risk Assessment, IEnvA Wildlife Module, biodiversity, and energy. THY uses scenario analyses to assess potential risks within a comprehensive framework. This enables the evaluation of optimistic, business-as-usual, and pessimistic projections, allowing THY to develop corresponding mitigation and action plans based on these scenarios. In this assessment, the consequences of an uncertain situation are classified as the impact score, while the likelihood of occurrence is classified as the probability score. The final assessment score for risks and opportunities is calculated by taking into account the existing measures aimed at reducing the impact and/or probability, after which the risks and opportunities are prioritized. Sustainability risks categorized by THY as Unacceptable/High Materiality, High/Material, or Acceptable/Assessable are presented at the Compliance Review Board and Sustainability Committee meetings based on their level of priority. Senior management decides whether these risks and opportunities are Acceptable/Assessable for THY, based on the Risk and Opportunity Assessment Matrix. When a decision is made to reduce a risk to an acceptable level, eliminate it, or implement an opportunity, the department responsible for the risk or opportunity is identified by the Chief Investment and Strategy Office/Corporate Sustainability Management Department. Additionally, as per the Sustainability Risks and Opportunities Management Procedure, the impact level of a risk is rated based on its effect or rate of change on THY's financial position, financial performance, and cash flows. Sustainability and climate change risks are among the risk types identified through the Sustainability SWOT Analysis process and are assessed using the same procedure as other risk types identified by the Chief Investment and Strategy Office/Corporate Sustainability Management Department. Prioritization is based not on the type of risk but on its impact, probability, and its influence on the strategy. THY's Sustainability Risk and Opportunity Management Procedure is structured to cover upstream, downstream, and direct operations across short, medium, and long-term timeframes. The procedure is subject to re-evaluation at regular intervals, at least once a year. In line with national regulations, THY is required to prepare a mandatory TSRS report in 2025. As one of the first companies globally to implement this framework, we emphasize that the TSRS is fully aligned with the ISSB.
[Add row]

(2.2.7) Are the interconnections between environmental dependencies, impacts, risks and/or opportunities assessed?

(2.2.7.1) Interconnections between environmental dependencies, impacts, risks and/or opportunities assessed

Select from:

☑ Yes

(2.2.7.2) Description of how interconnections are assessed

Dependencies and Impacts - Weather Conditions: A critical factor for aviation, including take-off, landing, and flight schedules, heavily influenced by climate change-induced fluctuations in atmospheric temperature, pressure, and humidity. - SAF (Sustainable Aviation Fuel): A key dependency in reducing CO2 emissions, with high costs and limited supply. The aviation sector's growing demand for SAF underscores the need for stable supply chains and long-term agreements. -JET Fuel: About 97% of emissions in aviation industry come from jet fuels. Increasing average temperatures induce the risks of increased frequency and severity of extreme weather events directly affecting jet fuel consumption. Risks: - Supply Chain Risks: The potential shortfall in SAF supply, as projected by IEA scenarios, presents a risk of increased operational costs if fuel suppliers transfer penalty fees to airlines due to unmet SAF demand. - Technological Risks: Delays or insufficient supply of next-generation aircraft could impede the industry's decarbonization efforts. - Financial Risks: Fluctuating carbon credit prices introduce financial uncertainties. Long-term price predictions are challenging, and the potential increase in offset costs could impact the airline's financial stability. Opportunities: - Operational Efficiencies: Investment in next-generation aircraft and SAF can significantly reduce fossil fuel emissions and operational costs associated with carbon pricing. - Collaborative Initiatives: Partnerships with industry stakeholders, including airline alliances, airport operators, and industry organizations, enable joint adaptation plans and resource pooling to address SAF supply and technological innovation challenges. - Market-Based Measures: Adoption of carbon pricing and other market-based incentives can drive sustainable practices within the airline industry. Assessment Methodology Turkish Airlines' assessment of these interconnections is grounded in robust qualitative and quantitative analyses. THY leverages climate transition scenarios from the International Energy Agency (IEA) and physical climate scenarios from the IPCC. These scenarios provide projections across short, medium, and long-term periods, guiding the airline's strategic planning. 1. Value Chain Impact: Evaluations consider which stages of the value chain are impacted by climate-related events, ensuring a comprehensive understanding of potential disruptions. 2. Time Frame: Risks and opportunities are assessed based on their occurrence timeline, allowing for timely and effective strategic responses. 3. Probability and Magnitude: The likelihood of occurrence and the potential impact magnitude are analyzed to prioritize risks and opportunities. 4. Financial Implications: Financial analyses ensure that strategic decisions align with THY's economic goals, balancing sustainability with profitability.
[Fixed row]

(2.3) Have you identified priority locations across your value chain?

(2.3.1) Identification of priority locations

Select from:

☑ Yes, we are currently in the process of identifying priority locations

(2.3.2) Value chain stages where priority locations have been identified

Select all that apply

☑ Direct operations

(2.3.3) Types of priority locations identified

Sensitive locations

☑ Other sensitive location, please specify :Areas at risk for illegal wildlife trade

Locations with substantive dependencies, impacts, risks, and/or opportunities

☑ Locations with substantive dependencies, impacts, risks, and/or opportunities relating to biodiversity

(2.3.4) Description of process to identify priority locations

The 'WWF Risk Filter' tool was used for biodiversity risk analysis. The risk assessments carried out using this method provide location-specific results. The Turkish Airlines General Management Building, where administrative and managerial processes are conducted, was selected as a priority location for the assessment of biodiversity risks. As Turkish Airlines We work with the awareness of responsible transportation to prevent illegal wildlife trade and ensure that transportation is carried out legally. We take measures to prevent otherwise and cooperate with authorized institutions. In this context, we adopt a zero tolerance approach. Areas at risk for illegal wildlife trade are referenced from the website wildlifedashboard.c4ads.org.

(2.3.5) Will you be disclosing a list/spatial map of priority locations?

Select from:

☑ Yes, we will be disclosing the list/geospatial map of priority locations

(2.3.6) Provide a list and/or spatial map of priority locations

WRI_WATER RISK ASSESMENT_IST.pdf
[Fixed row]

(2.4) How does your organization define substantive effects on your organization?

Risks

(2.4.1) Type of definition

Select all that apply

☑ Qualitative

☑ Quantitative

(2.4.2) Indicator used to define substantive effect

Select from:

☑ Other, please specify :“ total assets” for Financial position, “Profit for the Period from Continuing Operations” for financial performance and cash flows”

(2.4.3) Change to indicator

Select from:

☑ % decrease

(2.4.4) % change to indicator

Select from:

☑ 1-10

(2.4.6) Metrics considered in definition

Select all that apply

☑ Frequency of effect occurring

☑ Time horizon over which the effect occurs

☑ Likelihood of effect occurring

(2.4.7) Application of definition

At Turkish Airlines, the effects of climate change-related events on the usual workflow are evaluated according to the Sustainability Risk and Opportunities Management Procedure. In the evaluation, the risks that may pose reputational risks are also considered within the category of risks with strategically significant impacts. Risks and opportunities with significant strategic impact are assessed based on which stage of the value chain they impact, the time frame in which they

occur, the probability of their occurrence, the magnitude of their impact if they occur, and their financial implications. These assessments are based on the International Energy Agency's (IEA) climate transition scenarios, which provide short, medium, and long-term climaterelated projections, and the physical climate scenarios provided by the IPCC. Qualitative and quantitative analyses covering the short, medium, and long-term periods are conducted on the basis of these scenarios. Turkish Airlines evaluates the financial materiality of sustainability-related risks and opportunities by assessing their potential impacts on the company's financial position, financial performance, and cash flows. Materiality is defined as the level at which such impacts are reasonably expected to influence the decisions of users of general-purpose financial statements. In this assessment: for financial position, "Total Assets" from the Consolidated Statement of Financial Position is used. For financial performance and cash flow, "Profit for the Period from Continuing Operations" from the Consolidated Income Statement is considered. The materiality thresholds are defined as follows: 0.5% impact: Negligible, 1%: Very Low, 2%: Low, 3%: Moderate, 4%: High, 5%: Very High. Risks and opportunities are also assessed based on their likelihood of occurrence and are categorized as: Negligible, Low, Acceptable/Manageable, High/Priority, or Unacceptable/Highly Critical. To oversee and manage sustainability and climate-related risks and opportunities, the company has established several procedures: Working Principles Procedure For Sustainability Committee, Sustainability Risk and Opportunity Management Procedure, Procedure For Compliance Review. These processes are guided by the Sustainability Policy and the Environmental Management Manual, ensuring integration with other internal functions.

Opportunities

(2.4.1) Type of definition

Select all that apply

☑ Qualitative

☑ Quantitative

(2.4.2) Indicator used to define substantive effect

Select from:

☑ Other, please specify :" total assets" for Financial position, "Profit for the Period from Continuing Operations" for financial performance and cash flows"

(2.4.3) Change to indicator

Select from:

☑ % increase

(2.4.4) % change to indicator

Select from:

☑ 1-10

(2.4.6) Metrics considered in definition

Select all that apply

☑ Frequency of effect occurring

☑ Time horizon over which the effect occurs

☑ Likelihood of effect occurring

(2.4.7) Application of definition

Time horizon over which the effect occurs Likelihood of effect occurring At Turkish Airlines, the effects of climate change-related events on the usual workflow are evaluated according to the Environmental Risk and Opportunities Management Procedure. In the evaluation, the risks that may pose reputational risks are also considered within the category of risks with strategically significant impacts. Risks and opportunities with significant strategic impact are assessed based on which stage of the value chain they impact, the time frame in which they occur, the probability of their occurrence, the magnitude of their impact if they occur, and their financial implications. These assessments are based on the International Energy Agency's (IEA) climate transition scenarios, which provide short, medium, and long-term climaterelated projections, and the physical climate scenarios provided by the IPCC. Qualitative and quantitative analyses covering the short, medium, and long-term periods are conducted on the basis of these scenarios. Turkish Airlines evaluates the financial materiality of sustainability-related risks and opportunities by assessing their potential impacts on the company's financial position, financial performance, and cash flows. Materiality is defined as the level at which such impacts are reasonably expected to influence the decisions of users of general-purpose financial statements. In this assessment: for financial position, "Total Assets" from the Consolidated Statement of Financial Position is used. For financial performance and cash flow, "Profit for the Period from Continuing Operations" from the Consolidated Income Statement is considered. The materiality thresholds are defined as follows: 0.5% impact: Negligible, 1%: Very Low, 2%: Low, 3%: Moderate, 4%: High, 5%: Very High. Risks and opportunities are also assessed based on their likelihood of occurrence and are categorized as: Negligible, Low, Acceptable/Manageable, High/Priority, or Unacceptable/Highly Critical. To oversee and manage sustainability and climate-related risks and opportunities, the company has established several procedures: Working Principles Procedure For Sustainability Committee, Sustainability Risk and Opportunity Management Procedure, Procedure For Compliance Review. These processes are guided by the Sustainability Policy and the Environmental Management Manual, ensuring integration with other internal functions.
[Add row]

(2.5) Does your organization identify and classify potential water pollutants associated with its activities that could have a detrimental impact on water ecosystems or human health?

(2.5.1) Identification and classification of potential water pollutants

Select from:

☑ No, we do not identify and classify our potential water pollutants

(2.5.3) Please explain

Turkish Airlines does not use a significant amount of water in its operations, nor does it generate waste that is or could be discharged into ecosystems, either qualitatively or quantitatively. Therefore, water and waste management are not considered material issues for our airline operations, as confirmed by our latest materiality assessment.
[Fixed row]

C3. Disclosure of risks and opportunities

(3.1) Have you identified any environmental risks which have had a substantive effect on your organization in the reporting year, or are anticipated to have a substantive effect on your organization in the future?

Climate change

(3.1.1) Environmental risks identified

Select from:

☑ Yes, both in direct operations and upstream/downstream value chain

Water

(3.1.1) Environmental risks identified

Select from:

☑ No

(3.1.2) Primary reason why your organization does not consider itself to have environmental risks in your direct operations and/or upstream/downstream value chain

Select from:

☑ Not an immediate strategic priority

(3.1.3) Please explain

Turkish Airlines' main operational location is Istanbul Airport. Based on the assetments made on WRI Water Risk Atlas for this location, it has not been identified as a high-risk area. Therefore, water has not been prioritized as a issue for our operations.

Plastics

(3.1.1) Environmental risks identified

Select from:

☑ No

(3.1.2) Primary reason why your organization does not consider itself to have environmental risks in your direct operations and/or upstream/downstream value chain

Select from:

☑ No standardized procedure

(3.1.3) Please explain

NA
[Fixed row]

(3.1.1) Provide details of the environmental risks identified which have had a substantive effect on your organization in the reporting year, or are anticipated to have a substantive effect on your organization in the future.

Climate change

(3.1.1.1) Risk identifier

Select from:

☑ Risk1

(3.1.1.3) Risk types and primary environmental risk driver

Policy

☑ Other policy risk, please specify :Emerging Regulations

(3.1.1.4) Value chain stage where the risk occurs

Select from:

☑ Direct operations

(3.1.1.6) Country/area where the risk occurs

Select all that apply

☑ Italy
☑ Malta
☑ Spain
☑ France
☑ Greece
☑ Croatia
☑ Czechia
☑ Denmark
☑ Estonia
☑ Finland
☑ Portugal
☑ Slovenia
☑ Lithuania
☑ Luxembourg
☑ Netherlands
☑ Latvia
☑ Poland
☑ Sweden
☑ Austria
☑ Belgium
☑ Germany
☑ Hungary
☑ Ireland
☑ Romania
☑ Bulgaria
☑ United Kingdom of Great Britain and Northern Ireland

(3.1.1.9) Organization-specific description of risk

As part of the Fit for 55 package, the ReFuelEU Aviation Regulation that entered into force in 2025 requires fuel suppliers to ensure that all fuel offered to aircraft operators at European Union (EU) airports contains 2% share of sustainable aviation fuel (SAF) starting in 2025 and 1.2% share of synthetic fuel (e-fuel, PtL) starting in 2030. Under ReFuelEU Aviation, SAF blend share is planned to reach 70% by 2050. A similar regulation entered into force in the United Kingdom in 2025, starting with 2% SAF and gradually increasing to 22% by 2040. In Turkiye, the Directorate General of Civil Aviation (DGCA) plans to introduce a SAF usage mandate for international flights departing from Türkiye as of 2026 through the SHT-SAF Instructions, align with ICAO's 2030 CAAF/3 global goal. As of 2030, with increasing SAF percentages and the introduction of synthetic fuels, significant impacts are expected. SAF mandates emerging in countries across different regions are anticipated to

considerably increase demand. However, SAF supply is limited, and its cost is significantly higher compared to conventional jet fuel. This is considered the greatest challenge in decarbonizing the aviation sector.

(3.1.1.11) Primary financial effect of the risk

Select from:

☑ Increased indirect [operating] costs

(3.1.1.12) Time horizon over which the risk is anticipated to have a substantive effect on the organization

Select all that apply

☑ Medium-term

(3.1.1.13) Likelihood of the risk having an effect within the anticipated time horizon

Select from:

☑ Virtually certain

(3.1.1.14) Magnitude

Select from:

☑ Medium-high

(3.1.1.16) Anticipated effect of the risk on the financial position, financial performance and cash flows of the organization in the selected future time horizons

Increasing number of regulations in various regions and countries mandating the use of SAF is expecting to push up sector-wide demand at a time when supply is still nascent. Although several countries have already set minimum-blend mandates, SAF remains two to five times costlier than conventional jet fuel, and the present supply–demand gap could therefore intensify financial pressures across the industry, including for Turkish Airlines. Our scenario analysis, which assumes SAF reaches its maximum estimated market price, shows no material impact on Turkish Airlines' financial position, performance, or cash flows in the near term; yet by the medium term the risk is expected to move into the "High /Material" category. In the event that the relevant risk materializes, there will be an increase in the cost of goods sold (fuel cost as per Notes 22 and 26 in the 2024 12 months Financial Statements) in the income statement. Considering the measures taken in response to this risk, such as efficiency improvements, adjustments in ticket prices, and the resulting changes in demand, a change in revenue is also expected in the income statement (TSRS 2, 2.13(a)). As a result of all these effects, a 3% decrease is expected in the "Profit for the Period from Continuing Operations" in the medium-term in the income statement. Turkish Airlines' broader efficiency initiatives, next-generation aircraft investments, SAF strategy, long-term supply agreements, and

strategic partnerships, along with dynamic pricing strategies, these steps are expected to soften—but not eliminate—the medium-term financial impact of mandatory SAF blending.

(3.1.1.17) Are you able to quantify the financial effect of the risk?

Select from:

☑ Yes

(3.1.1.21) Anticipated financial effect figure in the medium-term – minimum (currency)

82000000

(3.1.1.22) Anticipated financial effect figure in the medium-term – maximum (currency)

120000000

(3.1.1.25) Explanation of financial effect figure

The financial impact of the risk was assessed using actual 2024 data and annual fuel-consumption estimates derived from traffic projections. Required SAF and synthetic-fuel volumes were calculated on the basis of the annual blend ratios set out in the ReFuelEU and the UK SAF mandate. Fleet-technology upgrades and operational-efficiency gains were included as mitigating factors. In the absence of policy support, SAF prices are expected to fluctuate across a wide range, so the analysis models two price scenarios—minimum and maximum—for both SAF and synthetic fuel.

(3.1.1.26) Primary response to risk

Compliance, monitoring and targets

☑ Implementation of environmental best practices in direct operations

(3.1.1.27) Cost of response to risk

1700000

(3.1.1.28) Explanation of cost calculation

Fuel efficieny and saving implementations are monitored and assessed for their effectiveness through our sophisticated Fuel Management Information System (FMIS), which is operated by a team of skilled experts. This system helps calculate the costs of flight operations and assess alternatives to mitigate fuel consumption-related risks, enabling swift action across all potential areas. The cost to mitigate these risks is linked to the computation of the personnel costs of experts focusing on fuel efficiency and saving measures, improving operational fuel management through FMIS. The response-to-risk cost figure accounts for both the direct value of personnel expertise on fuel saving tasks and the costs associated with FMIS maintenance, which amounts to around 1,7 Mn USD based on 2024 figures.

(3.1.1.29) Description of response

THY aims to reduce the risk associated with mandatory SAF use by minimizing the volume of SAF required. This is achieved by significantly reducing fuel consumption through fuel efficiency and saving implementations. Implementation Strategies Fuel Management System (FMIS): THY uses FMIS to monitor and optimize fuel-saving practices, assessing the effectiveness of various strategies and enabling quick action for flights under regulation. Categorization of Practices: Fuel-saving efforts are grouped into four categories—Flight Operations, Technical Maintenance, Flight Planning, and Ground Operations—to systematically reduce consumption. Optimized Flight Operations: Specific practices like Reduced Flap Take-off/Landing, engine-out taxi-in Idle Reverse on Landing, and Continuous Descent Approach. Training systems and operational procedures: In addition to the operational efforts, training system and operational procedures are implemented to improve fuel management such as, monthly reports on the saving statistics of the cockpit crew, allowing them to compare themselves with fleet averages. Fuel Saving Board and Policy: Fuel Saving Board, comprising senior representatives from various departments and CEO, oversees these efforts. THY follows IATA's fuel efficiency policies, continuously measuring performance and investing in new technologies to support fuel management and operational optimization. A dedicated team is responsible for asses fuel-saving initiatives. Fuel Savings and Financial Impact: In 2024, THY's fuel-saving practices reduced fuel consumption by 70,046 tons, preventing the release of 221,345 tons of carbon emissions into the atmosphere. Based on the average jet fuel price in 2024, the financial impact is calculated to be approximately 62 million USD. For 2030, projected savings are 123,000 tons of fuel and 388,680 tons of carbon emissions, and the cost saving is calculated as 108 million USD based on a constant jet fuel price of the 2024 average.
[Add row]

(3.1.2) Provide the amount and proportion of your financial metrics from the reporting year that are vulnerable to the substantive effects of environmental risks.

Climate change

(3.1.2.1) Financial metric

Select from:

☑ Other, please specify :Fuel Cost

(3.1.2.2) Amount of financial metric vulnerable to transition risks for this environmental issue (unit currency as selected in 1.2)

0

(3.1.2.3) % of total financial metric vulnerable to transition risks for this environmental issue

Select from:

☑ Less than 1%

(3.1.2.4) Amount of financial metric vulnerable to physical risks for this environmental issue (unit currency as selected in 1.2)

0

(3.1.2.5) % of total financial metric vulnerable to physical risks for this environmental issue

Select from:

☑ Less than 1%

(3.1.2.7) Explanation of financial figures

One transition risk, Emerging Regulations, has been identified as reasonably expected to impact Turkish Airlines' future financial resilience in the short, medium, and long term. Company's vulnerable asset to this risk, defined as fuel cost, showed no impact in the reporting year; however, the expected impact is 0.34% in the short term, 0.86% in the medium term, and 3.40% in the long term.
[Add row]

(3.3) In the reporting year, was your organization subject to any fines, enforcement orders, and/or other penalties for water-related regulatory violations?

	Water-related regulatory violations	Comment
	Select from: ☑ No	*Turkish Airlines has not been subject to any penalties or sanctions related to environmental issues.*

[Fixed row]

(3.5) Are any of your operations or activities regulated by a carbon pricing system (i.e. ETS, Cap & Trade or Carbon Tax)?

Select from:

☑ Yes

(3.5.1) Select the carbon pricing regulation(s) which impact your operations.

Select all that apply

☑ EU ETS

☑ Switzerland ETS

☑ UK ETS

☑ Other carbon tax, please specify :CORSIA

(3.5.2) Provide details of each Emissions Trading Scheme (ETS) your organization is regulated by.

EU ETS

(3.5.2.1) % of Scope 1 emissions covered by the ETS

0.04

(3.5.2.2) % of Scope 2 emissions covered by the ETS

0

(3.5.2.3) Period start date

01/01/2024

(3.5.2.4) Period end date

12/31/2024

(3.5.2.5) Allowances allocated

8368

(3.5.2.6) Allowances purchased

8368

(3.5.2.7) Verified Scope 1 emissions in metric tons CO2e

8368

(3.5.2.8) Verified Scope 2 emissions in metric tons CO2e

0

(3.5.2.9) Details of ownership

Select from:
☑ Facilities we own and operate

(3.5.2.10) Comment

-

Switzerland ETS

(3.5.2.1) % of Scope 1 emissions covered by the ETS

0

(3.5.2.2) % of Scope 2 emissions covered by the ETS

0

(3.5.2.3) Period start date

01/01/2024

(3.5.2.4) Period end date

12/31/2024

(3.5.2.5) Allowances allocated

15

(3.5.2.6) Allowances purchased

15

(3.5.2.7) Verified Scope 1 emissions in metric tons CO2e

15

(3.5.2.8) Verified Scope 2 emissions in metric tons CO2e

0

(3.5.2.9) Details of ownership

Select from:

☑ Facilities we own and operate

(3.5.2.10) Comment

For Scope 1 emissions covered by the ETS, actual rate is 0.00006%.

UK ETS

(3.5.2.1) % of Scope 1 emissions covered by the ETS

0

(3.5.2.2) % of Scope 2 emissions covered by the ETS

0

(3.5.2.3) Period start date

01/01/2024

(3.5.2.4) Period end date

12/31/2024

(3.5.2.5) Allowances allocated

4194

(3.5.2.6) Allowances purchased

4194

(3.5.2.7) Verified Scope 1 emissions in metric tons CO2e

4194

(3.5.2.8) Verified Scope 2 emissions in metric tons CO2e

0

(3.5.2.9) Details of ownership

Select from:
☑ Facilities we own and operate

(3.5.2.10) Comment

For Scope 1 emissions covered by the ETS, actual rate is 0.0018%.
[Fixed row]

(3.5.3) Complete the following table for each of the tax systems you are regulated by.

Other carbon tax, please specify

(3.5.3.1) Period start date

01/01/2024

(3.5.3.2) Period end date

12/31/2024

(3.5.3.3) % of total Scope 1 emissions covered by tax

61

(3.5.3.4) Total cost of tax paid

0

(3.5.3.5) Comment

The offsetting requirement under CORSIA started in the current reporting year. Approximately, %61 of our total Scope 1 emissions covered by CORSIA, and we will offset the amount exceeding CORSIA's threshold accordingly. The exact offseting amount for the 2024 period will be published by the Turkish DGCA in November. According to CORSIA, following the completion of the first phase (2024–2026), the corresponding emissions will be offset by 2028. Therefore, no actual CORSIA-related cost is reflected in the current reporting year.
[Fixed row]

(3.5.4) What is your strategy for complying with the systems you are regulated by or anticipate being regulated by?

EU-ETS, CH-ETS and UK-ETS: We fully comply with the international directives of Emission Trading Systems, additional regulations, and revisions. Emissions from covered flights are calculated, verified and reported to the competent authority. The allowances corresponding to the verified emission amount are purchased. (The Greenhouse Gas Emissions Trading Scheme Order 2020 (Directive Of UK-ETS), Directive 2003/87/EC Of The European Parliament and Of The Council Of 13 October 2003 (Directive Of EU-ETS), Ordinance on the Reduction of Carbon Emissions (Swiss-ETS Agreement). CORSIA: We fully comply with the international and local directives, additional regulations, and revisions. Emissions from covered flights are calculated, verified, and reported to the competent authority. This year, emissions that exceed the determined base year emissions amount will be offset by January 2028. International Regulation Annex 16 Environmental Protection Volume IV Carbon Offsetting and Reduction Scheme For International Aviation (CORSIA), Local Regulation Implementing Regulation On Carbon Offsetting And Reduction Scheme For International Aviation (SHT-CORSIA). National Reporting: We report and verify our domestic flight under National Reporting Regulation. There is no offset requirement on this regulation. ((Havacilik faaliyetlerinden kaynaklanan sera gazi emisyonlarinin takibi kapsaminda uygulama talimati (SHT-SERA Uygulama)) We follow all the regulations within the scope of Emissions Trading Systems. We evaluate our compliance with the requirements constantly. The Corporate Sustainability Management of Turkish Airlines follows up on the regulations. If deemed necessary, the developments are evaluated by the Sustainability Committee, consisting of senior executives. Additional cost studies in the upcoming years for Turkish Airlines regarding these systems have been completed and presented to the Sustainability Committee. In order to comply with systems better with low carbon emissions, there is additional set of actions we take as part of our emissions systems strategy: Fuel Efficiency Practices from Jet Fuel Consumption/from Flights To invest in new generation aircraft and new technologies To increase the use of SAF: Continuing the use of Sustainable Aviation Fuel (SAF) in increasing frequencies and destinations, making long-term guaranteed purchase agreements with SAF suppliers and establishing partnerships/ cooperation with companies planning production in Türkiye. To provide route optimization: Shorter planned flight periods in some sectors increased the capacity supply and resulted in the carriage of payload instead of fuel, providing a substantial contribution to enhanced operational efficiency.

(3.6) Have you identified any environmental opportunities which have had a substantive effect on your organization in the reporting year, or are anticipated to have a substantive effect on your organization in the future?

Climate change

(3.6.1) Environmental opportunities identified

Select from:

☑ Yes, we have identified opportunities, and some/all are being realized

Water

(3.6.1) Environmental opportunities identified

Select from:

☑ No

(3.6.2) Primary reason why your organization does not consider itself to have environmental opportunities

Select from:

☑ Not an immediate strategic priority

(3.6.3) Please explain

Turkish Airlines' main operational location is Istanbul Airport. According to the WRI Water Risk Atlas assessments for this location, it has not been identified as a high-risk area. Therefore, water has not been prioritized for our operations. Consequently, we have not identified water-related opportunities.
[Fixed row]

(3.6.1) Provide details of the environmental opportunities identified which have had a substantive effect on your organization in the reporting year, or are anticipated to have a substantive effect on your organization in the future.

Climate change

(3.6.1.1) Opportunity identifier

Select from:

☑ Opp1

(3.6.1.3) Opportunity type and primary environmental opportunity driver

Resource efficiency

☑ Use of more efficient modes of transport

(3.6.1.4) Value chain stage where the opportunity occurs

Select from:

☑ Direct operations

(3.6.1.5) Country/area where the opportunity occurs

Select all that apply

☑ Turkey

(3.6.1.8) Organization specific description

About 97% of emissions in the aviation industry come from jet fuels. An analysis of IATA and ICAO's Achieving Carbon-Neutrality by 2050 Scenario shows that one of the most important factors in emission reduction is the development of aircraft technology. Technologies that play a key role in reducing fuel consumption and CO2 emissions include improved aerodynamics and lightweight composite materials, more efficient engines, advanced systems such as electric aircraft, and integrated designs. The transition to next-generation aircraft enables fuel consumption reductions of around 15-20% per seat capacity. Turkish Airlines' investments in next-generation aircraft will make a significant contribution to reducing its' emissions and directly reduce the operational costs associated with fuel burn. With a fleet age of 9.9 at the end of 2024, Turkish Airlines has one of the most modern and youngest fleets in the world. Furthermore, it is planned that by 2033, next generation aircraft in the fleet will constitute at least 90% of the Turkish Airlines' total fleet.

(3.6.1.9) Primary financial effect of the opportunity

Select from:

☑ Reduced indirect (operating) costs

(3.6.1.10) Time horizon over which the opportunity is anticipated to have a substantive effect on the organization

Select all that apply

☑ Medium-term

(3.6.1.11) Likelihood of the opportunity having an effect within the anticipated time horizon

Select from:

☑ Virtually certain (99–100%)

(3.6.1.12) Magnitude

Select from:

☑ Medium-high

(3.6.1.14) Anticipated effect of the opportunity on the financial position, financial performance and cash flows of the organization in the selected future time horizons

Turkish Airlines is rapidly progressing towards the goal to become the youngest and most modern fleet in Europe. With the aim of expanding and rejuvenating the fleet, it is taking important steps towards strengthening Turkish Airlines brand by purchasing new technology-equipped, fuel-efficient and environmentally friendly aircraft that meet the evolving passenger traffic and changing customer needs, accounting for cost analyses and attaching importance to passenger comfort and safety. In alignment with our vision for 2033, Turkish Airlines plans to expand its fleet to over 800 aircraft, with at least 90% of these being next-generation models. Our 2033 vision also includes plans to increase our annual passenger numbers to 171 million, to boost our revenue to USD 52.2 billion with the help of this investment. Next-generation aircraft offer fuel consumption reductions of approximately 15% to 20% compared to older models. The integration of these fuel-efficient aircraft is expected to result in substantial savings in maintenance, repair, and operating costs. Additionally, the new generation aircraft are designed to enhance customer satisfaction and loyalty through superior interior design and amenities that cater to evolving passenger expectations. Turkish Airlines' strategy emphasizes the acquisition of low-emission, high-fuel-efficiency aircraft, reflecting its commitment to sustainability and operational excellence. The introduction of next-generation aircraft will have a direct impact on the company's capital assets and play a crucial role in its medium- and long-term financial planning, contributing to improved financial performance and jet fuel expenses. A possible increase in brand equity and competitive advantage is also expected. An increase in brand equity is expected to impact Revenue in the Profit or Loss Statement (Note 25 - Passenger and Cargo Revenue in the Income Statement). Sustainability-focused practices are considered to provide the Turkish Airlines with both reputational and competitive advantages. Along with the use of next-generation aircraft, as well as the provision of sustainable products and services to passengers onboard, have the potential to strengthen the brand image through environmental responsibility while enhancing customer loyalty and attracting investor interest.

(3.6.1.15) Are you able to quantify the financial effects of the opportunity?

Select from:

☑ Yes

(3.6.1.19) Anticipated financial effect figure in the medium-term - minimum (currency)

5270000000

(3.6.1.20) Anticipated financial effect figure in the medium-term - maximum (currency)

6750000000

(3.6.1.23) Explanation of financial effect figures

A purchase plan for approximately 600 aircraft covering the Turkish Airlines strategic plan for 2033 is announced. A total of 355 aircraft were ordered with Airbus, and an agreement was reached with Rolls-Royce, the sole engine supplier for 105 A350 aircraft in this order, for engine supply and engine maintenance services. Additionally, a purchase agreement was signed with Boeing for four B777F cargo aircraft in 2024. Considering the fleet size, THY has one of the youngest aircraft fleets in the world, with an average age of 9.9 years as of the end of 2024. The total proportion of next-generation aircraft has increased to 34% by the end of 2024. Turkish Airlines has evaluated the actual fuel-saving performance of its next-generation aircraft. The anticipated financial effect figure covers the period 2024 to 2033. The calculation of future fuel savings is based on 2024's total fuel consumption and traffic values, with projections adjusted according to the available seat kilometer (ASK) measure. The ASK measure is used as it correlates with the seat capacity offered and the number of flights planned, making it the most accurate metric for forecasting future fuel figures. The total projected fuel savings from next-generation aircraft investments are approximately 8 million tonnes. The forecasted fuel savings are then multiplied by the constant jet fuel price, an average value set for price for 2024. And then, multiplied by the constant jet fuel price, which is an average value set for price between 2024-2033, in line with our strategic plan timeline. The estimated savings and financial effects range from a minimum of approximately USD 5 billion to a maximum of USD 6.75 billion.

(3.6.1.24) Cost to realize opportunity

27691000000

(3.6.1.25) Explanation of cost calculation

A substantial fuel savings for Turkish Airlines are expected from investing in new-generation aircraft. These aircraft offer significant fuel efficiency improvements: narrow-body models consume 15% less fuel per seat capacity, while wide-body models achieve a reduction up to 20%. As THY transitions to these new-generation aircraft, older models will be retired, increasing the proportion of fuel-efficient aircraft in the fleet. By 2033, THY anticipates that 90% of its fleet will consist of new-generation aircraft. In alignment with the growth targets outlined in our 2033 Strategic Plan, THY 's Board of Directors has made key decisions regarding fleet expansion: •60 A350-900 aircraft with firm orders and 20 purchase rights (including 10 A350-900 aircraft specified in the Special Situation Disclosure dated 01.09.2023) •15 firm order A350-1000 aircraft (totaling 95 A350-900/1000 aircraft) •5 A350F cargo aircraft with firm orders and 5 purchase rights (these are excluded from the cost calculations) •150 firm orders and 100 purchase rights for A321NEO aircraft (totaling 250 A321NEO). Thus, THY will purchase a total of 355 aircraft from Airbus, including 250 A321NEO models. Additionally, engine maintenance services and spare engines for the A350 aircraft will be procured from Rolls-Royce.

As per the investment plan, a total of approximately USD27,691 million in investments is projected between 2024 and 2045. As of the end of 2024, a prepayment of USD1,489 million has been made within this scope. New-generation Aircraft were received in the period of January – December 2024; 5 x A320- NEO, 12 x A321-NEO, 1 x B787-9, 8 x A350-900, 4 x B737-8 MAX.

(3.6.1.26) Strategy to realize opportunity

With a fleet age of 9.9 at the end of 2024, THY has one of the most modern and youngest fleets in the world. With the aim of expanding and rejuvenating the fleet, it is taking important steps towards strengthening THY brand by purchasing new technology-equipped, fuel-efficient and environmentally friendly aircraft that meet the evolving passenger traffic and changing customer needs, accounting for cost analyses and attaching importance to passenger comfort and safety. In line with its strategic plan, THY is committed to becoming Carbon-Neutral by 2050. A key component of this commitment is investing in next-generation aircraft. Next-generation aircraft purchases and fleet modernization activities fall under the responsibility of the Investment Management Department. By investing new generation aircraft, THY will reduce its carbon emissions and pay less for its biggest operational expense item: fuel. With our ever-young fleet, we not only reduce our operational costs, but also emphasize that we remain committed to our environmental targets thanks to low fuel consumption and low emission values provided by new-generation aircraft. In addition, this opportunity can lead to increased customer loyalty, improved reputation and increased investor interest. THY is aware of this opportunity, and so it is planned that by 2033, new-generation aircraft in the fleet will constitute at least 90% of the THY's total fleet. As a result of THY's THY's long-term fleet projection negotiations were initiated with aircraft and engine manufacturers for the procurement of a total of 600 aircraft, of which approximately 200 wide-body and 400 narrow-body aircraft. Among these companies, an agreement has been reached with Airbus to order a total of 355 aircraft with a total of 80 firm (60 A350-900, 15 A350-1000 and 5 A350F) and 25 purchase right orders (20 A350-900 and 5 A350F) for wide body and 150 firm and 100 purchase right orders (A321NEO) for narrow body, and with Rolls-Royce, the sole engine supplier of 105 A350 type aircraft in question, for engine supply and engine maintenance services. With this order, two new aircraft types, A350-1000 and A350F, are planned to join the fleet.
[Add row]

(3.6.2) Provide the amount and proportion of your financial metrics in the reporting year that are aligned with the substantive effects of environmental opportunities.

Climate change

(3.6.2.1) Financial metric

Select from:

☑ Other, please specify :Fuel Expenses

(3.6.2.2) Amount of financial metric aligned with opportunities for this environmental issue (unit currency as selected in 1.2)

0

(3.6.2.3) % of total financial metric aligned with opportunities for this environmental issue

Select from:

☑ Less than 1%

(3.6.2.4) Explanation of financial figures

During the reporting year, the new entries of next-generation aircraft into the fleet led to carbon emissions and fuel consumption compared to older models. While this efficiency resulted in fuel cost saving, the impact of this opportunity is not considered substantive for the reporting year in line with our Sustainability Risk and Opportunity Management Procedure. The introduction of next-generation aircraft will have a direct impact on the company's capital assets and play a crucial role in its medium- and long-term financial planning, contributing to improved financial performance and jet fuel expenses.
[Add row]

C4. Governance

(4.1) Does your organization have a board of directors or an equivalent governing body?

(4.1.1) Board of directors or equivalent governing body

Select from:

☑ Yes

(4.1.2) Frequency with which the board or equivalent meets

Select from:

☑ More frequently than quarterly

(4.1.3) Types of directors your board or equivalent is comprised of

Select all that apply

☑ Executive directors or equivalent

☑ Non-executive directors or equivalent

☑ Independent non-executive directors or equivalent

(4.1.4) Board diversity and inclusion policy

Select from:

☑ Yes, and it is publicly available

(4.1.5) Briefly describe what the policy covers

The policy ensures that the board benefits from a wide range of skills, experiences, and viewpoints, enhancing decision-making and governance. Turkish Airlines never discriminates against anyone on the basis of race, skin colour, sex, ethnicity, nationality, language, religion, physical appearance, age, economic conditions, or familial status. The company also ensures that candidates with disabilities or physical limitations are given equal consideration, in line with legal obligations. The nomination and election processes for members of the Board of Directors of Türk Hava Yolları A.O. are conducted in compliance with relevant regulations, primarily

including the Civil Aviation Legislation, Turkish Commercial Code, the Capital Markets Law, and the provisions of the Company's Articles of Association. Within the framework of diversity and in accordance with the applicable regulations to which the Company is subject, factors such as gender, age, marital status, professional experience, academic background, belief, cultural and ethnic origin, and disability are duly taken into consideration with the aim of enabling the Board of Directors to perform its functions effectively and ensuring the representation of diverse perspectives and fostering inclusive governance in decision-making processes. In this regard, the Company targets that at least 25% of the Board members are women within five years from the effective date of this Policy.

(4.1.6) Attach the policy (optional)

THY_board_diversity_policy.pdf
[Fixed row]

(4.1.1) Is there board-level oversight of environmental issues within your organization?

	Board-level oversight of this environmental issue
Climate change	*Select from:* ☑ Yes
Water	*Select from:* ☑ Yes
Biodiversity	*Select from:* ☑ Yes

[Fixed row]

(4.1.2) Identify the positions (do not include any names) of the individuals or committees on the board with accountability for environmental issues and provide details of the board's oversight of environmental issues.

Climate change

(4.1.2.1) Positions of individuals or committees with accountability for this environmental issue

Select all that apply

☑ Chief Executive Officer (CEO)

(4.1.2.2) Positions' accountability for this environmental issue is outlined in policies applicable to the board

Select from:

☑ Yes

(4.1.2.3) Policies which outline the positions' accountability for this environmental issue

Select all that apply

☑ Other policy applicable to the board, please specify :Sustainability Committee Procedure Document

(4.1.2.4) Frequency with which this environmental issue is a scheduled agenda item

Select from:

☑ Scheduled agenda item in every board meeting (standing agenda item)

(4.1.2.5) Governance mechanisms into which this environmental issue is integrated

Select all that apply

☑ Reviewing and guiding annual budgets
☑ Overseeing and guiding scenario analysis
☑ Overseeing the setting of corporate targets
☑ Monitoring progress towards corporate targets
☑ Approving corporate policies and/or commitments
☑ Overseeing reporting, audit, and verification processes
☑ Monitoring the implementation of a climate transition plan
☑ Overseeing and guiding the development of a business strategy
☑ Overseeing and guiding acquisitions, mergers, and divestitures
☑ Overseeing and guiding public policy engagement
☑ Reviewing and guiding innovation/R&D priorities
☑ Approving and/or overseeing employee incentives
☑ Overseeing and guiding major capital expenditures
☑ Monitoring the implementation of the business strategy

☑ Monitoring supplier compliance with organizational requirements
☑ Monitoring compliance with corporate policies and/or commitments
☑ Overseeing and guiding the development of a climate transition plan
☑ Reviewing and guiding the assessment process for dependencies, impacts, risks, and opportunities

(4.1.2.7) Please explain

Turkish Airlines' Board of Directors (BoD) is the highest authority ensuring that existing risks do not threaten the long-term interests of the company and that effective risk management is in place. The Board of Directors of Turkish Airlines consists of the Chair, Vice Chair, CEO, CFO (Chief Financial Officer), as well as other members and independent board members. The BoD has established an internal control system that is compatible with the company's operations; within this scope, the roles of the Chair and the CEO have been separately defined. The Board of Directors approves strategic targets for climate change issues and, when necessary, takes preventive measures against potential challenges in compliance with national and international standards. Through the Sustainability Committee under the authority of the BoD, the goals, activities, and past performance of Turkish Airlines are continuously and effectively monitored. The Turkish Airlines Board of Directors regularly monitors the strategic decisions and goals established by the Sustainability Committee, taking into account the company's activities and performance in previous years. Regarding the proposed decisions submitted to the BoD through the Sustainability Committee, the BoD is involved in the decision making process and provides guidance. The Sustainability Committee in which Board Members are also involved and where climate issues are predominantly discussed is the Sustainability Committee. This committee is authorized at the Board level and has the direct decision-making power on matters related to climate change.

Water

(4.1.2.1) Positions of individuals or committees with accountability for this environmental issue

Select all that apply
☑ Chief Executive Officer (CEO)

(4.1.2.2) Positions' accountability for this environmental issue is outlined in policies applicable to the board

Select from:
☑ Yes

(4.1.2.3) Policies which outline the positions' accountability for this environmental issue

Select all that apply
☑ Other policy applicable to the board, please specify

(4.1.2.4) Frequency with which this environmental issue is a scheduled agenda item

Select from:

☑ Scheduled agenda item in some board meetings – at least annually

(4.1.2.5) Governance mechanisms into which this environmental issue is integrated

Select all that apply

☑ Reviewing and guiding annual budgets

☑ Overseeing the setting of corporate targets

☑ Monitoring progress towards corporate targets

☑ Approving corporate policies and/or commitments

☑ Overseeing and guiding public policy engagement

☑ Overseeing and guiding major capital expenditures

☑ Monitoring the implementation of the business strategy

☑ Overseeing reporting, audit, and verification processes

☑ Overseeing and guiding acquisitions, mergers, and divestitures

☑ Monitoring compliance with corporate policies and/or commitments

☑ Reviewing and guiding the assessment process for dependencies, impacts, risks, and opportunities

(4.1.2.7) Please explain

The Turkish Airlines top management is the highest authority ensuring that current risks do not threaten the company's long-term interests and that effective risk management is implemented. Top management has established an internal control system consistent with the company's activities; in this context, the roles of the Chairman and CEO are defined separately. Top management approves strategic objectives related to energy usage, including water, and takes preventive measures against potential challenges in accordance with national and international standards when necessary. Through the Energy Management Team under the authority of the CEO, Turkish Airlines' goals, activities, and past performance are continuously and effectively monitored. The Turkish Airlines top management regularly monitors the strategic decisions and targets set, taking into account the company's activities and performance in previous years. Energy Review meetings, which include the CEO and focus on energy issues, are held. This team is authorized at the level of the CEO and has direct decision-making authority on energy-related matters.

Biodiversity

(4.1.2.1) Positions of individuals or committees with accountability for this environmental issue

Select all that apply

☑ Chief Executive Officer (CEO)

(4.1.2.2) Positions' accountability for this environmental issue is outlined in policies applicable to the board

Select from:

☑ Yes

(4.1.2.3) Policies which outline the positions' accountability for this environmental issue

Select all that apply

☑ Other policy applicable to the board, please specify :Sustainability Committee Procedure Document

(4.1.2.4) Frequency with which this environmental issue is a scheduled agenda item

Select from:

☑ Scheduled agenda item in some board meetings – at least annually

(4.1.2.5) Governance mechanisms into which this environmental issue is integrated

Select all that apply

☑ Approving corporate policies and/or commitments

(4.1.2.7) Please explain

Turkish Airlines' Board of Directors (BoD) is the highest authority ensuring that existing risks do not threaten the long-term interests of the company and that effective risk management is in place. The Board of Directors of Turkish Airlines consists of the Chair, Vice Chair, CEO, CFO (Chief Financial Officer), as well as other members and independent board members. The BoD has established an internal control system that is compatible with the company's operations; within this scope, the roles of the Chair and the CEO have been separately defined. The Board of Directors approves strategic targets for climate change and biodiversity issues and, when necessary, takes preventive measures against potential challenges in compliance with national and international standards. Through the Sustainability Committee under the authority of the BoD, the goals, activities, and past performance of Turkish Airlines are continuously and effectively monitored. The Turkish Airlines Board of Directors regularly monitors the strategic decisions and goals established by the Sustainability Committee, taking into account the company's activities and performance in previous years. Regarding the proposed decisions submitted to the BoD through the Sustainability Committee, the BoD is involved in the decision making process and provides guidance. The Sustainability Committee in which Board Members are also involved and where climate issues are predominantly discussed is the Sustainability Committee. This committee is authorized at the Board level and has the direct decision-making power on matters related to climate change as well as biodiversity.
[Fixed row]

(4.2) Does your organization's board have competency on environmental issues?

Climate change

(4.2.1) Board-level competency on this environmental issue

Select from:

☑ Yes

(4.2.2) Mechanisms to maintain an environmentally competent board

Select all that apply

☑ Consulting regularly with an internal, permanent, subject-expert working group

☑ Engaging regularly with external stakeholders and experts on environmental issues

☑ Regular training for directors on environmental issues, industry best practice, and standards (e.g., TCFD, SBTi)

☑ Having at least one board member with expertise on this environmental issue

(4.2.3) Environmental expertise of the board member

Additional training

☑ Course certificate (relating to environmental issues), please specify :ISO 14001 Environmental Management System and Waste Management, ISO 14064 Greenhouse Gas Awareness, and Corporate Sustainability Training

Water

(4.2.1) Board-level competency on this environmental issue

Select from:

☑ Yes

(4.2.2) Mechanisms to maintain an environmentally competent board

Select all that apply

☑ Consulting regularly with an internal, permanent, subject-expert working group

☑ Engaging regularly with external stakeholders and experts on environmental issues

☑ Regular training for directors on environmental issues, industry best practice, and standards (e.g., TCFD, SBTi)

[Fixed row]

(4.3) Is there management-level responsibility for environmental issues within your organization?

	Management-level responsibility for this environmental issue
Climate change	*Select from:* ☑ Yes
Water	*Select from:* ☑ Yes
Biodiversity	*Select from:* ☑ Yes

[Fixed row]

(4.3.1) Provide the highest senior management-level positions or committees with responsibility for environmental issues (do not include the names of individuals).

Climate change

(4.3.1.1) Position of individual or committee with responsibility

Executive level

☑ Chief Executive Officer (CEO)

(4.3.1.2) Environmental responsibilities of this position

Dependencies, impacts, risks and opportunities

☑ Assessing environmental dependencies, impacts, risks, and opportunities

☑ Managing environmental dependencies, impacts, risks, and opportunities

Engagement

☑ Managing public policy engagement related to environmental issues

☑ Managing supplier compliance with environmental requirements

☑ Managing value chain engagement related to environmental issues

Policies, commitments, and targets

☑ Monitoring compliance with corporate environmental policies and/or commitments

☑ Measuring progress towards environmental corporate targets

☑ Setting corporate environmental policies and/or commitments

☑ Setting corporate environmental targets

Strategy and financial planning

☑ Developing a climate transition plan

☑ Implementing a climate transition plan

☑ Conducting environmental scenario analysis

☑ Managing annual budgets related to environmental issues

☑ Implementing the business strategy related to environmental issues

☑ Managing environmental reporting, audit, and verification processes

☑ Managing acquisitions, mergers, and divestitures related to environmental issues

☑ Managing major capital and/or operational expenditures relating to environmental issues

☑ Managing priorities related to innovation/low-environmental impact products or services (including R&D)

Other

☑ Providing employee incentives related to environmental performance

(4.3.1.4) Reporting line

Select from:

☑ Reports to the board directly

(4.3.1.5) Frequency of reporting to the board on environmental issues

Select from:

☑ Quarterly

(4.3.1.6) Please explain

The Sustainability Committee is chaired by the CEO of Turkish Airlines and vice-chaired by the Chief Investment and Strategy Officer. With the participation of the Chief Officers, the Senior Vice President (SVP) of Subsidiaries, SVP of Legal and Compliance, SVP of Cabin Crew, and the Chief Financial Officer (CFO), the Sustainability Committee convenes a minimum of four times a year, with at least one meeting scheduled in each quarter. Apart from regular meetings, the Committee may convene again, if necessary, without waiting for the meeting period. The Sustainability Committee is responsible for aligning climate-related strategies and goals with the company's Sustainable Management Strategy, Sustainability Policy, and short, medium, and long-term goals, and for monitoring and improving these goals. The Sustainability Committee's agenda is enriched by the subcommittees whose task is to create improvement projects that will enhance Turkish Airlines' sustainability performance, monitor the progress of these projects and present them to the Sustainability Committee. The Sustainability Committee is also responsible for managing risks and opportunities related to climate change and ensuring that they are integrated into Turkish Airlines' sustainability strategy, as well as planning actions to address related risks. The CEO of Turkish Airlines, who is a member of the Board of Directors, chairs the Sustainability Committee. The Sustainability Committee, chaired by the CEO, carries out activities to develop and maintain the sustainability strategy and policy as well as short, medium, and long-term goals, to monitor the status of sustainability performance indicators, to ensure that corrective measures are taken, and consider stakeholder expectations.

Water

(4.3.1.1) Position of individual or committee with responsibility

Executive level

☑ Chief Executive Officer (CEO)

(4.3.1.2) Environmental responsibilities of this position

Dependencies, impacts, risks and opportunities

☑ Assessing environmental dependencies, impacts, risks, and opportunities

☑ Assessing future trends in environmental dependencies, impacts, risks, and opportunities

☑ Managing environmental dependencies, impacts, risks, and opportunities

Engagement

☑ Managing public policy engagement related to environmental issues

☑ Managing supplier compliance with environmental requirements

☑ Managing value chain engagement related to environmental issues

Policies, commitments, and targets

☑ Monitoring compliance with corporate environmental policies and/or commitments

☑ Measuring progress towards environmental corporate targets

☑ Setting corporate environmental policies and/or commitments

☑ Setting corporate environmental targets

Strategy and financial planning

☑ Managing annual budgets related to environmental issues

☑ Implementing the business strategy related to environmental issues

☑ Developing a business strategy which considers environmental issues

☑ Managing acquisitions, mergers, and divestitures related to environmental issues

☑ Managing major capital and/or operational expenditures relating to environmental issues

☑ Managing priorities related to innovation/low-environmental impact products or services (including R&D)

Other

☑ Providing employee incentives related to environmental performance

(4.3.1.4) Reporting line

Select from:

☑ Reports to the Chief Executive Officer (CEO)

(4.3.1.5) Frequency of reporting to the board on environmental issues

Select from:

☑ Annually

(4.3.1.6) Please explain

The Turkish Airlines top management is the highest authority ensuring that current risks do not threaten the company's long-term interests and that effective risk management is implemented. Top management has established an internal control system consistent with the company's activities; in this context, the roles of the Chairman and CEO are defined separately. Top management approves strategic objectives related to energy usage, including water, and takes preventive measures against potential challenges in accordance with national and international standards when necessary. Through the Energy Management Team under the authority of the CEO, Turkish Airlines' goals, activities, and past performance are continuously and effectively monitored. The Turkish Airlines Top management regularly monitors the strategic decisions and targets set, taking into account the company's activities and performance in previous years. Energy Review meetings, which include the CEO and focus on energy issues, are held. This team is authorized at the level of the CEO and has direct decision-making authority on energy-related matters.

Biodiversity

(4.3.1.1) Position of individual or committee with responsibility

Executive level

☑ Chief Executive Officer (CEO)

(4.3.1.2) Environmental responsibilities of this position

Dependencies, impacts, risks and opportunities

☑ Assessing environmental dependencies, impacts, risks, and opportunities

Engagement

☑ Managing supplier compliance with environmental requirements

☑ Managing value chain engagement related to environmental issues

Policies, commitments, and targets

☑ Monitoring compliance with corporate environmental policies and/or commitments

☑ Setting corporate environmental policies and/or commitments

☑ Setting corporate environmental targets

Strategy and financial planning

☑ Developing a climate transition plan

☑ Implementing a climate transition plan

☑ Managing annual budgets related to environmental issues

☑ Implementing the business strategy related to environmental issues

☑ Managing environmental reporting, audit, and verification processes

☑ Managing acquisitions, mergers, and divestitures related to environmental issues

☑ Managing major capital and/or operational expenditures relating to environmental issues

☑ Managing priorities related to innovation/low-environmental impact products or services (including R&D)

Other

☑ Providing employee incentives related to environmental performance

(4.3.1.4) Reporting line

Select from:

☑ Reports to the board directly

(4.3.1.5) Frequency of reporting to the board on environmental issues

Select from:

☑ Quarterly

(4.3.1.6) Please explain

The Sustainability Committee is chaired by the CEO of Turkish Airlines and vice-chaired by the Chief Investment and Strategy Officer. With the participation of the Chief Officers, the Senior Vice President (SVP) of Subsidiaries, SVP of Legal and Compliance, SVP of Cabin Crew, and the Chief Financial Officer (CFO), the Sustainability Committee convenes a minimum of four times a year, with at least one meeting scheduled in each quarter. Apart from regular meetings, the Committee may convene again, if necessary, without waiting for the meeting period. The Sustainability Committee is responsible for aligning climate-related strategies and goals with the company's Sustainable Management Strategy, Sustainability Policy, and short, medium, and long-term goals, and for monitoring and improving these goals. The Sustainability Committee's agenda is enriched by the subcommittees whose task is to create improvement projects that will enhance Turkish Airlines' sustainability performance, monitor the progress of these projects and present them to the Sustainability Committee. The Sustainability Committee is also responsible for managing risks and opportunities related to climate change as well as biodiversity and ensuring that they are integrated into Turkish Airlines' sustainability strategy, as well as planning actions to address related risks. The CEO of Turkish Airlines, who is a member of the Board of Directors, chairs the Sustainability Committee. The Sustainability Committee, chaired by the CEO, carries out activities to develop and maintain the sustainability strategy and policy as well as short, medium, and long-term goals, to monitor the status of sustainability performance indicators, to ensure that corrective measures are taken, and consider stakeholder expectations.
[Add row]

(4.5) Do you provide monetary incentives for the management of environmental issues, including the attainment of targets?

Climate change

(4.5.1) Provision of monetary incentives related to this environmental issue

Select from:
☑ Yes

(4.5.2) % of total C-suite and board-level monetary incentives linked to the management of this environmental issue

10

(4.5.3) Please explain

The monetary incentives related to environmental issues: - Becoming a "Carbon Neutral Airline by 2050 - With the new-generation aircraft, which is targeted to constitute at least 90% of the fleet in 2033, a 15-20% reduction in emissions compared to the old-generation aircraft -To achieve a total of 1,192,632 tons of fuel savings through operational improvements by 2033 -To provide the energy used in buildings from renewable energy sources and invest in Solar Power Plant (SPP) Projects -To neutralize carbon emissions from flights operated under CORSIA that are above the base year value and develop carbon emission reduction projects

with various investment models -To continue to use SAF in increasing frequencies and destinations. To make long-term guaranteed purchase agreements with SAF suppliers and partnerships/collaborations with companies planning production in Türkiye to secure SAF supply and provide easy access to SAF. - Increasing the ESG scores in sustainability indexes.

Water

(4.5.1) Provision of monetary incentives related to this environmental issue

Select from:

☑ Yes

(4.5.2) % of total C-suite and board-level monetary incentives linked to the management of this environmental issue

10

(4.5.3) Please explain

Sustainability performance is a fundamental evaluation criterion in performance-based incentive systems for senior managers, including CEO. In accordance with the 2033 Strategic Plan of the Company, incentive payments may be made to all employees and senior management at the discretion of the top management. These payments are based on the achievement level of the annual strategic targets defined under the headings of Sustainable Growth and Profitability, Efficiency and Operational Excellence, Digitalisation, and Sustainability. In this context, various indicators such as emission reduction, energy efficiency, use of renewable energy, reduction of environmental incidents, and the company's position in sustainability indices are taken into consideration. Sustainable R&D investments and alignment with environmental financing are also key components of this system.
[Fixed row]

(4.5.1) Provide further details on the monetary incentives provided for the management of environmental issues (do not include the names of individuals).

Climate change

(4.5.1.1) Position entitled to monetary incentive

Board or executive level

☑ Corporate executive team

(4.5.1.2) Incentives

Select all that apply

☑ Bonus – set figure

(4.5.1.3) Performance metrics

Targets

☑ Progress towards environmental targets

☑ Achievement of environmental targets

☑ Organization performance against an environmental sustainability index

Strategy and financial planning

☑ Board approval of climate transition plan

☑ Increased investment in environmental R&D and innovation

☑ Increased alignment of capex with transition plan and/or sustainable finance taxonomy

Emission reduction

☑ Implementation of an emissions reduction initiative

☑ Reduction in emissions intensity

☑ Increased share of renewable energy in total energy consumption

Resource use and efficiency

☑ Improvements in emissions data, reporting, and third-party verification

☑ Energy efficiency improvement

☑ Reduction in total energy consumption

Pollution

☑ Reduction/elimination of environmental incidents and/or environmental notices (notices of violation)

Policies and commitments

☑ Increased supplier compliance with environmental requirements

☑ Adopting UN International Labour Organization principles

Engagement

☑ Increased engagement with suppliers on environmental issues

☑ Increased engagement with customers on environmental issues

(4.5.1.4) Incentive plan the incentives are linked to

Select from:

☑ Both Short-Term and Long-Term Incentive Plan, or equivalent

(4.5.1.5) Further details of incentives

The 2033 strategic plan of Turkish Airlines is defined under four key topics: Sustainable Growth & Profitability, Efficiency & Business Excellence, Digitalization, and Sustainability. To achieve the objectives outlined under these four main headings in the strategic plan, annual strategic targets are set under each heading. If annually determined targets are met and the budget is exceeded, an incentive payment will be made to all employees and senior management, at the discretion of the Board of Directors. The aim is to integrate sustainability across all business processes. Meeting Frequency and Review: The Sustainability Committee meets at least four times a year, reviews progress, and adjusts goals or strategies as needed to ensure alignment with the long-term objectives related to the performance metrics selected in the column 4.5.1.3. This approach ensures that corporate executive team are incentivized to meet critical sustainability targets, driving overall company progress towards carbon neutrality and operational excellence. The total financial benefits, including remuneration and bonuses for the members of the Board of Directors, CEO and Chief Officers are shared in the annual report but not disclosed on a personal basis. This bonuses and performance metrics cover Turkish Airlines' global and all sectoral consolidated operations.

(4.5.1.6) How the position’s incentives contribute to the achievement of your environmental commitments and/or climate transition plan

The Sustainability Committee is chaired by the CEO of Turkish Airlines and vice-chaired by the Chief Investment and Strategy Officer. The Chief Investment and Strategy Officer plays a pivotal role in defining, monitoring, and overseeing the strategic decisions and objectives of the organization. This position is essential for

ensuring that the company remains aligned with its long-term vision and goals. With the participation of the Chief Officers, the Director of Subsidiaries, Senior Vice President, Legal and Compliance, Senior Vice President, Cabin Crew, and the CFO (Chief Financial Officer), the Sustainability Committee convenes a minimum of four times a year, with at least one meeting scheduled in each quarter. The committee in which Board Members are also involved and where climate issues are predominantly discussed is the Sustainability Committee. This committee is authorized at the Board level and has the direct decision-making power on matters related to climate change. In line with the achievement of the strategic targets covering environmental targets as well, monetary incentives are given to the Corporate Executive Team including CEO, Chief Financial Officer, Chief Commercial Officer, Chief Operations Officer, Chief Investment & Strategy Officer, Chief Human Resources Officer, Chief Flight Operations Officer, Chief Information Technology Officer, Chief Cargo Officer. To achieve these environmental and sustainability targets in line with Turkish Arlines' 2050 carbon neutrality target given in the Climate Transition Plan, Turkish Airlines invests in various projects and new technologies including the investments of fuel-efficient aircraft and engines, fuel saving and emission reduction projects, solar power projects. The performance metrics selected in column 4.5.1.3 in this question are highly align with the company's climate transition plan elements and actions against climate risks and also fully consistent with the interim and 2050 targets of the company. The performance metrics of the Corporate Executive Team meet the indicators of the company's transition plan.

Water

(4.5.1.1) Position entitled to monetary incentive

Board or executive level

☑ Corporate executive team

(4.5.1.2) Incentives

Select all that apply

☑ Bonus – set figure

(4.5.1.3) Performance metrics

Targets

☑ Progress towards environmental targets

☑ Achievement of environmental targets

☑ Organization performance against an environmental sustainability index

Strategy and financial planning

☑ Increased investment in environmental R&D and innovation

Resource use and efficiency

☑ Reduction of water withdrawals – direct operations

☑ Reduction in water consumption volumes – direct operations

☑ Improvements in water efficiency – direct operations

☑ Energy efficiency improvement

☑ Reduction in total energy consumption

(4.5.1.4) Incentive plan the incentives are linked to

Select from:

☑ Both Short-Term and Long-Term Incentive Plan, or equivalent

(4.5.1.5) Further details of incentives

The 2033 strategic plan of Turkish Airlines is defined under four key topics: Sustainable Growth & Profitability, Efficiency & Business Excellence, Digitalization, and Sustainability. To achieve the objectives outlined under these four main headings in the strategic plan, annual strategic targets are set under each heading. If annually determined targets are met and the budget is exceeded, an incentive payment will be made to all employees and senior management, at the discretion of the Board of Directors. The aim is to integrate sustainability across all business processes. Meeting Frequency and Review: The Sustainability Committee meets at least four times a year, reviews progress, and adjusts goals or strategies as needed to ensure alignment with the long-term objectives related to the performance metrics selected in the column 4.5.1.3. This approach ensures that corporate executive team are incentivized to meet critical sustainability targets, driving overall company progress towards carbon neutrality and operational excellence. The total financial benefits, including remuneration and bonuses for the members of the Board of Directors, CEO and Chief Officers are shared in the annual report but not disclosed on a personal basis. This bonuses and performance metrics cover Turkish Airlines' global and all sectoral consolidated operations.

(4.5.1.6) How the position’s incentives contribute to the achievement of your environmental commitments and/or climate transition plan

The Sustainability Committee is chaired by the CEO of Turkish Airlines and vice-chaired by the Chief Investment and Strategy Officer. The Chief Investment and Strategy Officer plays a pivotal role in defining, monitoring, and overseeing the strategic decisions and objectives of the organization. This position is essential for ensuring that the company remains aligned with its long-term vision and goals. With the participation of the Chief Officers, the Director of Subsidiaries, Senior Vice President, Legal and Compliance, Senior Vice President, Cabin Crew, and the CFO (Chief Financial Officer), the Sustainability Committee convenes a minimum of four times a year, with at least one meeting scheduled in each quarter. The committee in which Board Members are also involved and where climate issues are predominantly discussed is the Sustainability Committee. This committee is authorized at the Board level and has the direct decision-making power on matters

related to climate change. In line with the achievement of the strategic targets covering environmental targets as well, monetary incentives are given to the Corporate Executive Team including CEO, Chief Financial Officer, Chief Commercial Officer, Chief Operations Officer, Chief Investment & Strategy Officer, Chief Human Resources Officer, Chief Flight Operations Officer, Chief Information Technology Officer, Chief Cargo Officer. To achieve these environmental and sustainability targets in line with Turkish Arlines' 2050 carbon neutrality target given in the Climate Transition Plan, Turkish Airlines invests in various projects and new technologies including the investments of fuel-efficient aircraft and engines, fuel saving and emission reduction projects, solar power projects. The performance metrics selected in column 4.5.1.3. in this question are highly align with the company's climate transition plan elements and actions against climate risks and also fully consistent with the interim and 2050 targets of the company. The performance metrics of the Corporate Executive Team meet the indicators of the company's transition plan.
[Add row]

(4.6) Does your organization have an environmental policy that addresses environmental issues?

	Does your organization have any environmental policies?
	Select from: ☑ Yes

[Fixed row]

(4.6.1) Provide details of your environmental policies.

Row 1

(4.6.1.1) Environmental issues covered

Select all that apply
☑ Climate change
☑ Water
☑ Biodiversity

(4.6.1.2) Level of coverage

Select from:

☑ Organization-wide

(4.6.1.3) Value chain stages covered

Select all that apply

☑ Direct operations

☑ Upstream value chain

☑ Downstream value chain

(4.6.1.4) Explain the coverage

Turkish Airlines' sustainability and environmental policies covers multiple key areas, including environmental impact reduction, stakeholder engagement, corporate responsibility, and sustainable growth. It aligns with UN Sustainable Development Goals and emphasizes greenhouse emission reduction and fuel efficiency. The company supports biofuel R&D, and adopts life-cycle sustainability approaches to minimize waste. It promotes ethical practices, inclusion and equal opportunity, and employee development, and focuses on fostering innovation and continuous improvement to ensure a sustainable future for its stakeholders and society. The policy applies broadly across Turkish Airlines' operations, covering all aspects of its business, from aviation services to ground operations, suppliers, and business partners. It ensures compliance with both national and international regulations in all regions where the company operates. The policy emphasizes a global approach, without specifying geographic or activity-based limitations, ensuring that sustainability efforts are integrated throughout all business areas and locations.

(4.6.1.5) Environmental policy content

Environmental commitments

☑ Commitment to No Net Loss environmental issues

☑ Commitment to a circular economy strategy

☑ Commitment to respect legally designated protected areas

☑ Commitment to comply with regulations and mandatory standards

☑ Commitment to take environmental action beyond regulatory compliance

☑ Commitment to stakeholder engagement and capacity building on

Climate-specific commitments

☑ Commitment to not funding climate-denial or lobbying against climate regulations

Social commitments

☑ Adoption of the UN International Labour Organization principles

☑ Commitment to promote gender equality and women's empowerment

☑ Commitment to respect internationally recognized human rights

Additional references/Descriptions

☑ Description of environmental requirements for procurement

☑ Description of grievance/whistleblower mechanism to monitor non-compliance with the environmental policy and raise/address/escalate any other greenwashing concerns

☑ Description of renewable electricity procurement practices

(4.6.1.6) Indicate whether your environmental policy is in line with global environmental treaties or policy goals

Select all that apply

☑ Yes, in line with another global environmental treaty or policy goal, please specify :United Nations Sustainable Development Goals

(4.6.1.7) Public availability

Select from:

☑ Publicly available

(4.6.1.8) Attach the policy

THY_SP_EP_BP_CoC_links.pdf
[Add row]

(4.10) Are you a signatory or member of any environmental collaborative frameworks or initiatives?

(4.10.1) Are you a signatory or member of any environmental collaborative frameworks or initiatives?

Select from:

☑ Yes

(4.10.2) Collaborative framework or initiative

Select all that apply

☑ Task Force on Climate-related Financial Disclosures (TCFD)

☑ UN Global Compact

☑ Other, please specify :Türkiye Sustainable Aviation Alliance, United for Wildlife Buckingham Palace Declaration (UFW)

(4.10.3) Describe your organization’s role within each framework or initiative

Task Force on Climate-related Financial Disclosures TCFD: TCFD is an internationally recognized framework that helps organizations disclose climate related risks and opportunities in their financial filings. Our Company has committed to implement the TCFD recommendations to understand the impacts of climate change on its business, and become a supporter of the TCFD recommendations in February 2023. As Turkish Airlines, we believe that to mitigate the impacts of a changing climate and facilitate a transition to a more climate resilient economy requires a collective effort including companies, governments and investors. In this regard, our Company considers that the TCFD recommendations provide a useful framework to increase transparency on climate-related risks and opportunities within our Company, our stakeholders and also within financial markets. By implementing the TCFD recommendations, a better understanding of climate-related risks, such as extreme weather events, regulatory changes, and shifts in consumer preferences can be gained. This allows companies including Turkish Airlines to develop robust risk management strategies ensuring their operations are more resilient to climate-related challenges. UN Global Compact (UNGC): The UN Global Compact is a voluntary initiative that encourages businesses to adopt sustainable and socially responsible policies and practices. By aligning our operations with the UN Global Compact, we aim to demonstrate our commitment to corporate sustainability and responsible business conduct. Turkish Airlines increases its sustainability performance every year through the investments, projects and practices, and working hard to increase its positive impact on the world and humanity. In this context, we would like to underline the actual support we give to the United Nations’ Sustainable Development Goals (SDGs). In August 2022, we reinforced our commitment to sustainability by becoming one of the participants of the UN Global Compact, the world’s largest corporate sustainability initiative. While becoming a signatory of the UN Global Compact brings benefits, it also comes with responsibilities. Signatory companies are expected to actively implement the principles, regularly communicate their progress through the annual Communication on Progress (COP) report, and continually strive to improve their sustainability performance. Accordingly, our Company will be reporting its strategies and operations, as well as efforts to support societal priorities through the annual CoP as part of our commitment to the UN Global Compact as of 2023. Overall, being a signatory of the UN Global Compact demonstrates our commitment to sustainability, responsible business practices, and the SDGs. By aligning with the UN Global Compact and implementing its principles, our company contributes to global development and the achievement of the UN SDGs. This includes efforts to reduce greenhouse gas emissions, promote human rights, support local communities, and foster diversity and inclusion. Additionally, it can positively impact our reputation, stakeholder engagement, and long-term business success. Türkiye Sustainable Aviation Alliance: On May 31, 2023, Turkish Airlines, in collaboration with Boeing Türkiye and Istanbul Technical University (İTÜ), established Türkiye’s first sustainable aviation platform. The main objectives of the platform are to create a cooperation network among stakeholders on sustainability, raise awareness, organize training programs, investigate the potential of the use of sustainable aviation fuels (SAF) and develop a Multi-stakeholder SAF Roadmap for Türkiye. Since its establishment, the platform members and relevant stakeholders have been actively participating in periodic meetings to advance the decarbonization journey and sustainable transformation of the Turkish aviation industry. Additionally, Turkish Airlines signed the “United for Wildlife Buckingham Palace Declaration (UFW)”, which aims to

prevent the illegal trade of wild animals supported by IATA and raise sectoral awareness on this issue, to prevent illegal trade of wild animal parts such as ivory, rhino horn, tortoiseshell and raise awareness.
[Fixed row]

(4.11) In the reporting year, did your organization engage in activities that could directly or indirectly influence policy, law, or regulation that may (positively or negatively) impact the environment?

(4.11.1) External engagement activities that could directly or indirectly influence policy, law, or regulation that may impact the environment

Select all that apply

☑ Yes, we engaged directly with policy makers

☑ Yes, we engaged indirectly through, and/or provided financial or in-kind support to a trade association or other intermediary organization or individual whose activities could influence policy, law, or regulation

(4.11.2) Indicate whether your organization has a public commitment or position statement to conduct your engagement activities in line with global environmental treaties or policy goals

Select from:

☑ Yes, we have a public commitment or position statement in line with global environmental treaties or policy goals

(4.11.3) Global environmental treaties or policy goals in line with public commitment or position statement

Select all that apply

☑ Paris Agreement

(4.11.4) Attach commitment or position statement

2024-tsrs-compliant-sustainability-report.pdf

(4.11.5) Indicate whether your organization is registered on a transparency register

Select from:

☑ Yes

(4.11.6) Types of transparency register your organization is registered on

Select all that apply

☑ Voluntary government register

(4.11.7) Disclose the transparency registers on which your organization is registered & the relevant ID numbers for your organization

EU Transparency Register REG Number:533580452713-26

(4.11.8) Describe the process your organization has in place to ensure that your external engagement activities are consistent with your environmental commitments and/or transition plan

In our 2024 Sustainability Report, we outline our external engagement activities, with an emphasis on collaborations and active roles in shaping industry standards to achieve sustainability priorities. The report details our stakeholder engagement strategy for identifying material sustainability issues and highlights global collaboration and stakeholder engagement in sustainable solutions. In the attached TSRS Report, we further adress these policy dialogues, where we form multi-stakeholder coalitions. In 2023, we established the Türkiye Sustainable Aviation Platform with Istanbul Technical University and Boeing Türkiye in order to collaborate with local suppliers, administrators, NGOs, universities, and industry leaders to promote sustainable aviation fuels (SAF) and support sustainable future of Türkiye's civil aviation industry. Through the AIRE organization's Sustainability Task Force, we evaluate sustainability regulations and solutions and communicate them to relevant authorities. We are also developing a project to provide our corporate customers with a platform to track and offset emissions via our voluntary offset program, CO2mission. Additionally, we publicly share stories of stakeholders who offset their emissions through CO2mission. Turkish Airlines, as a UN Global Compact participant since 2022, aims to integrate the UN SDGs into all its operations, reinforcing its commitment to sustainability. We align our business strategies with IATA's climate change targets for the aviation industry. This includes enhancing performance in energy and emissions management, resource efficiency, fleet modernization, and SAF initiatives, incorporating industry best practices. Since 2022, we have been regularly using SAF on certain flights and aim to increase its usage across various routes and higher frequencies, depending on availability. Following IATA's fuel efficiency policy, numerous fuel efficiency parameters are continuously measured and monitored. The Board of Fuel Efficiency, led by the CEO. Recognizing Türkiye's ratification of the Paris Agreement in 2021 and its commitment to achieving net-zero carbon emissions by 2053, we align our business strategies, accordingly, considering other global developments and stakeholder expectations. In this context, we support the fight against climate change and pledge to be Carbon-Neutral by 2050. Our reports and progress can be found at: https://investor.turkishairlines.com/en/corporate-governance/sustainability

[Fixed row]

(4.11.1) On what policies, laws, or regulations that may (positively or negatively) impact the environment has your organization been engaging directly with policy makers in the reporting year?

Row 1

(4.11.1.1) Specify the policy, law, or regulation on which your organization is engaging with policy makers

The Turkish Directorate General of Civil Aviation (DGCA)

(4.11.1.2) Environmental issues the policy, law, or regulation relates to

Select all that apply

☑ Climate change

(4.11.1.3) Focus area of policy, law, or regulation that may impact the environment

Energy and renewables

☑ Alternative fuels

(4.11.1.4) Geographic coverage of policy, law, or regulation

Select from:

☑ Global

(4.11.1.6) Your organization's position on the policy, law, or regulation

Select from:

☑ Neutral

(4.11.1.8) Type of direct engagement with policy makers on this policy, law, or regulation

Select all that apply

☑ Regular meetings

☑ Participation in working groups organized by policy makers

☑ Responding to consultations

(4.11.1.9) Funding figure your organization provided to policy makers in the reporting year relevant to this policy, law, or regulation (currency)

0

(4.11.1.10) Explain the relevance of this policy, law, or regulation to the achievement of your environmental commitments and/or transition plan, how this has informed your engagement, and how you measure the success of your engagement

Turkish Airlines (THY) is committed to reducing its environmental impact and minimizing climate-related risks. Acknowledging the aviation industry's significant role in climate change, THY optimizes flight operations for fuel efficiency, invests in new technologies, and incorporates high-efficiency aircraft into its fleet. Sustainable Aviation Fuel (SAF) is a key component in reducing carbon emissions, and THY collaborates with universities and stakeholders to advance SAF initiatives, aiming to decrease reliance on fossil fuels. As part of its goal to become a Carbon Neutral Airline by 2050, THY started using SAF on select routes in 2022 and plans to expand its use over time. THY's roadmap to carbon neutrality includes adopting new-generation aircraft, improving operational efficiency, expanding SAF use, and purchasing emission credits. Reducing greenhouse gas (GHG) emissions in aviation requires innovations such as SAF, advanced aircraft technologies, carbon offsetting, and carbon capture. In alignment with the Paris Agreement and Türkiye's commitments, THY adapts its strategies to meet GHG reduction goals. The Turkish Directorate General of Civil Aviation (DGCA) introduced a draft SAF regulation in August 2022, requiring increasing SAF blending rates for international flights from 2025. Following consultations, an updated draft was released in 2024, and THY provided official feedback during multiple stakeholder meetings and roundtable discussions. As a result, DGCA officially published the SAF Regulation in 2025, mandating SAF use for international flights from Türkiye, aligned with ICAO's target of a 5% emission reduction by 2030. The SAF quota for each year will be determined by DGCA by the end of the previous year's third quarter. In addition, within Türkiye's net-zero emissions target for 2053, the Ministry of Transport and Infrastructure launched the "Türkiye's Net-Zero Emission Target: Transportation Roadmap" project in September 2024. The project aims to reduce transportation-related emissions and provide a comprehensive roadmap for zero-emission transformation. SAF is a central element of this initiative. To ensure collaboration, working groups were established, and THY actively participated, sharing detailed views. Achieving carbon reduction targets requires industry-wide efforts, and these efforts are essential to THY's strategy in supporting the transition to sustainable aviation.

(4.11.1.11) Indicate if you have evaluated whether your organization's engagement on this policy, law, or regulation is aligned with global environmental treaties or policy goals

Select from:

☑ Yes, we have evaluated, and it is aligned

(4.11.1.12) Global environmental treaties or policy goals aligned with your organization's engagement on this policy, law or regulation

Select all that apply

☑ Paris Agreement

[Add row]

(4.11.2) Provide details of your indirect engagement on policy, law, or regulation that may (positively or negatively) impact the environment through trade associations or other intermediary organizations or individuals in the reporting year.

Row 1

(4.11.2.1) Type of indirect engagement

Select from:

☑ Indirect engagement via a trade association

(4.11.2.4) Trade association

Global

☑ International Air Transport Association

(4.11.2.5) Environmental issues relevant to the policies, laws, or regulations on which the organization or individual has taken a position

Select all that apply

☑ Climate change

(4.11.2.6) Indicate whether your organization’s position is consistent with the organization or individual you engage with

Select from:

☑ Consistent

(4.11.2.7) Indicate whether your organization attempted to influence the organization or individual's position in the reporting year

Select from:

☑ Yes, we publicly promoted their current position

(4.11.2.8) Describe how your organization's position is consistent with or differs from the organization or individual's position, and any actions taken to influence their position

At the 77th International Air Transport Association (IATA) Annual General Meeting on 4 October 2021, a resolution was passed by IATA member airlines committing to achieve net-zero carbon emissions from operations by 2050. This pledge supports the Paris Agreement's temperature goal and requires coordinated efforts across the industry—airlines, airports, air navigation service providers, manufacturers—and significant government support. With sustainability at the top of the aviation agenda, IATA aims to lead the transformation by supporting the aviation supply chain to improve its policies, practices, and sustainability performance. As an IATA member, Turkish Airlines aligns its strategies with IATA's sustainability targets. The IEnvA program is an environmental management and assessment system developed by IATA to evaluate and improve airlines' environmental performance. Based on globally recognized standards and industry best practices, IEnvA enables airlines to strengthen environmental performance without developing their own system from scratch. Advantages of IEnvA include access to best practices, an airport environment database, continuous updates reflecting evolving standards, independent assessments by accredited organizations, and streamlined compliance with regulations. The program ensures a consistent approach to environmental issues and helps airlines proactively manage sustainability risks and opportunities. In 2021, Turkish Airlines became the first airline to directly obtain the IEnvA Program Stage 2 certification, the highest level of IATA's environmental management. Since then, the certification has been successfully renewed, reflecting THY's commitment to continuous improvement. In 2024, the airline completed third-party audits to obtain two new certifications under IEnvA: the Illegal Wildlife Trade (IWT) Module and the Energy Management Module. As a result, THY was awarded the IEnvA IWT certificate and became the first airline to receive the IEnvA Energy Module certificate. Turkish Airlines also maintains its active participation in IATA through membership contributions, supporting industry-wide collaboration and sustainability initiatives.

(4.11.2.9) Funding figure your organization provided to this organization or individual in the reporting year (currency)

0

(4.11.2.11) Indicate if you have evaluated whether your organization's engagement is aligned with global environmental treaties or policy goals

Select from:

☑ Yes, we have evaluated, and it is aligned

(4.11.2.12) Global environmental treaties or policy goals aligned with your organization's engagement on policy, law or regulation

Select all that apply

☑ Paris Agreement

Row 2

(4.11.2.1) Type of indirect engagement

Select from:

☑ Indirect engagement via a trade association

(4.11.2.4) Trade association

Europe

☑ Other trade association in Europe, please specify :Airlines International Representation in Europe (AIRE)

(4.11.2.5) Environmental issues relevant to the policies, laws, or regulations on which the organization or individual has taken a position

Select all that apply

☑ Climate change

(4.11.2.6) Indicate whether your organization's position is consistent with the organization or individual you engage with

Select from:

☑ Consistent

(4.11.2.7) Indicate whether your organization attempted to influence the organization or individual's position in the reporting year

Select from:

☑ Yes, we publicly promoted their current position

(4.11.2.8) Describe how your organization's position is consistent with or differs from the organization or individual's position, and any actions taken to influence their position

Airlines International Representation in Europe (AIRE): The Association which is without any profit-making aim has a scientific purpose in order to study all problems relating to the air transport industry worldwide, to search for solutions and seek common positions, to provide information for members and represent them vis-à-vis the companies, organisations and authorities involved in the sector, in particular the European institutions. AIRE's mission is to provide on-time and accurate information on all issues impacting the airline sector. AIRE represents its members and gives them access to the EU and international institutions, agencies and regulators. The association is a recognized expert body bringing a concrete and constructive contribution to the legislation making process. It is an industry partner engaged in the stakeholders' consultation process, in the governance of the industry-led bodies and in the social dialogue. Sustainability take place one of the main policy areas of AIRE and, focus on to ensure that environmental initiatives, such as CORSIA, ETS, and ReFuel Aviation, are appropriately tailored to the aviation industry and contribute effectively to mitigating its environmental impact. As a Member of the Expert Group on Climate Change Policy for Aviation of DG CLIMA, AIRE is deeply committed to the latest developments in sustainability. The Sustainability task force of AIRE meets 2-3 times a year, where members discuss global and European regulations and sectoral developments and share ideas for joint actions that can be communicated to regulators on issues affecting members. Turkish Airlines, as an active member of task forces, including but not limited to the Sustainability Task Force, contributes to AIRE's position papers and other initiatives related to EU Sustainability Law and Policies.

(4.11.2.9) Funding figure your organization provided to this organization or individual in the reporting year (currency)

0

(4.11.2.11) Indicate if you have evaluated whether your organization's engagement is aligned with global environmental treaties or policy goals

Select from:

☑ Yes, we have evaluated, and it is aligned

(4.11.2.12) Global environmental treaties or policy goals aligned with your organization's engagement on policy, law or regulation

Select all that apply

☑ Paris Agreement

Row 3

(4.11.2.1) Type of indirect engagement

Select from:

☑ Indirect engagement via other intermediary organization or individual

(4.11.2.2) Type of organization or individual

Select from:

☑ Non-Governmental Organization (NGO) or charitable organization

(4.11.2.3) State the organization or position of individual

The United Nations Global Compact (UNGC)

(4.11.2.5) Environmental issues relevant to the policies, laws, or regulations on which the organization or individual has taken a position

Select all that apply

☑ Climate change

(4.11.2.6) Indicate whether your organization's position is consistent with the organization or individual you engage with

Select from:

☑ Consistent

(4.11.2.7) Indicate whether your organization attempted to influence the organization or individual's position in the reporting year

Select from:

☑ Yes, we publicly promoted their current position

(4.11.2.8) Describe how your organization's position is consistent with or differs from the organization or individual's position, and any actions taken to influence their position

We became a member of the "Global Compact Signatories Association" established in 2023 in order to give legal personality to the "UN Global Compact Türkiye" network, one of the local networks of the UN Global Compact (UNGC), of which we became a member in 2022. With over 20000 participating companies and 3800 non-business participants in 167 countries, UN Global Compact is the world's largest and the only United Nations-supported corporate sustainability initiative. UN Global Compact, which started its work in 2000, encourages institutions to take action in collaboration to create a sustainable and inclusive global economy that benefits our world, all people, communities and markets. UN Global Compact has 10 Principles on human rights, labor standards, environment and anti-corruption. While UNGC supports companies to comply with these 10 Principles, it also leads the business world to achieve the UN Sustainable Development Goals, aimed to be achieved by the end of 2030. Upon our membership in 2022, we also participated in various programs organized by UNGC where sustainability was discussed from different perspectives. In this context, the programs organized by UNGC and in which we participate are as follows: • SDG Innovation for Young Professionals Program: It is a 9-month program that aims to mobilize future business leaders and difference makers to rethink traditional business models and uncover new business opportunities. For 9 months, each team works on a unique problem for their company to design more sustainable business models, initiatives and products that not only advance the company's sustainability efforts, but also strengthen innovation and produce tangible results with potential market value. Three participants, representing our Incorporation, participated in the program; Sustainability training modules assigned by UNGC have been completed; By participating in online meetings and physical camps, views were exchanged on sustainability issues by establishing connections with both global and national participants. • Business & Human Rights Accelerator Program: It is a six-month program in which UNGC-participating companies in different sectors and regions can participate. This hands-on program aims to accelerate commitment to action on human rights and labor rights by establishing a human rights due diligence process. Two participants, representing our Incorporation, participated in the program; Participated in the global sessions organized

(4.11.2.9) Funding figure your organization provided to this organization or individual in the reporting year (currency)

21845

(4.11.2.10) Describe the aim of this funding and how it could influence policy, law or regulation that may impact the environment

Turkish Airlines pays membership due for being represented in the organization and exchange of services. UN Global Compact (UNGC) is the world's largest and the only UN-supported corporate sustainability initiative. All Global Compact operations, programmes and activities are made possible by contributions from Goverments and business participants. Annual financial contributions from business participants of the UNGC are made to the Foundation for the Global Compact and used to deliver programmes and participant services in collaboration with Global Compact Local Networks. The UNGC aims to support initiatives aligned with its principles, including human rights, labor standards, environmental protection, and anti-corruption. UNGC funding can significantly influence environmental policy, law, and regulation. By supporting projects and research focused on sustainable practices, the funding contribution can have a share in advancing sustainable business

models and markets. It can also facilitate collaboration among industry leaders, governments, and other stakeholders to create policies that support global sustainability goals, including those outlined in the Paris Agreement. Being part of the UNGC network enables us to engage in policy discussions and advocate for regulations that support a low-carbon economy. This involvement ensures our industry's challenges and opportunities are considered in environmental regulation development.

(4.11.2.11) Indicate if you have evaluated whether your organization's engagement is aligned with global environmental treaties or policy goals

Select from:

☑ Yes, we have evaluated, and it is aligned

(4.11.2.12) Global environmental treaties or policy goals aligned with your organization's engagement on policy, law or regulation

Select all that apply

☑ Paris Agreement

Row 4

(4.11.2.1) Type of indirect engagement

Select from:

☑ Indirect engagement via other intermediary organization or individual

(4.11.2.2) Type of organization or individual

Select from:

☑ Non-Governmental Organization (NGO) or charitable organization

(4.11.2.3) State the organization or position of individual

Arab Air Carriers' Organization (AACO)

(4.11.2.5) Environmental issues relevant to the policies, laws, or regulations on which the organization or individual has taken a position

Select all that apply

☑ Climate change

(4.11.2.6) Indicate whether your organization's position is consistent with the organization or individual you engage with

Select from:

☑ Consistent

(4.11.2.7) Indicate whether your organization attempted to influence the organization or individual's position in the reporting year

Select from:

☑ Yes, we publicly promoted their current position

(4.11.2.8) Describe how your organization's position is consistent with or differs from the organization or individual's position, and any actions taken to influence their position

We joined Arab Air Carriers' Organization (AACO) community in 2011 as a partner airline. AACO provides a joint framework for cooperation amongst its members in many areas as: Environment, Aero-political Affairs, Fuel, Sustainable Aviation Fuel (SAF), Cooperation at Outstations, Emergency Response Planning (ERP), In-flight Medical Emergencies (IME), Maintenance Repair and Overhaul (MRO), Aviation Security (AVSEC), AACO/Amadeus Distribution Agreement, Digital Transformation, and Training through AACO's regional training center. AACO cooperates with regional and international organizations, governmental and non-governmental bodies, airlines, manufacturers and service providers, on a wide spectrum of issues that includes industry, regulatory, legal, and operational issues. AACO's mission is to serve the Arab airlines, represent their common interests, and facilitate, in a manner consistent with all applicable competition and other laws, their cooperation so as to improve their operational efficiencies and better serve the travelling public. The Sustainable Aviation Fuel (SAF) Task Force which meets with its members 3-4 times a year was established with the objective of exploring innovative solutions that would provide better and define the roadmap for the member airlines decarbonization journey.

(4.11.2.9) Funding figure your organization provided to this organization or individual in the reporting year (currency)

0

(4.11.2.11) Indicate if you have evaluated whether your organization's engagement is aligned with global environmental treaties or policy goals

Select from:

☑ Yes, we have evaluated, and it is aligned

(4.11.2.12) Global environmental treaties or policy goals aligned with your organization's engagement on policy, law or regulation

Select all that apply

☑ Paris Agreement

[Add row]

(4.12) Have you published information about your organization's response to environmental issues for this reporting year in places other than your CDP response?

Select from:

☑ Yes

(4.12.1) Provide details on the information published about your organization's response to environmental issues for this reporting year in places other than your CDP response. Please attach the publication.

Row 1

(4.12.1.1) Publication

Select from:

☑ In mainstream reports, in line with environmental disclosure standards or frameworks

(4.12.1.2) Standard or framework the report is in line with

Select all that apply

☑ IFRS

(4.12.1.3) Environmental issues covered in publication

Select all that apply

☑ Climate change

(4.12.1.4) Status of the publication

Select from:

☑ Complete

(4.12.1.5) Content elements

Select all that apply

☑ Strategy

☑ Governance

☑ Emission targets

☑ Emissions figures

☑ Risks & Opportunities

☑ Dependencies & Impacts

(4.12.1.6) Page/section reference

Governance: pp. 11-12 Dependencies & Impacts: pp. 26-38 Risks & Opportunities: pp. 14-27 Strategy: pp. 39-50 Emissions figures: pp. 56-57; 62-63 Emission targets: pp. 58-60

(4.12.1.7) Attach the relevant publication

2024-tsrs-compliant-sustainability-report.pdf

(4.12.1.8) Comment

As Turkish Airlines, we have taken a new step in sustainability reporting within the sector by embracing the responsibility and pride of implementing TSRS, issued by the Public Oversight Authority (KGK) and based on the standards of the International Sustainability Standards Board (ISSB), established under the International Financial Reporting Standards Foundation (IFRS). While responding to the growing global expectations for transparency and accountability in the field of sustainability, we are positioning climate and sustainability related risks among our strategic priorities. This approach goes beyond regulatory compliance; it is aimed at strengthening our resilience against risks, reinforcing investor confidence, and maintaining our strong position in the global value chain. In this report, unlike other sustainability standards, we address Climate related risks and opportunities from a holistic perspective, focusing on their impacts on our Company's financial position, financial performance, and cash flow. Through this report, we disclose the financial implications of sustainability, including the effects of risks and opportunities on our financial statements, and inform our investors on these matters. In doing so, we support the decision-making processes of our current and potential investors, as well as other stakeholders.
[Add row]

C5. Business strategy

(5.1) Does your organization use scenario analysis to identify environmental outcomes?

Climate change

(5.1.1) Use of scenario analysis

Select from:

☑ Yes

(5.1.2) Frequency of analysis

Select from:

☑ Annually

Water

(5.1.1) Use of scenario analysis

Select from:

☑ No, but we plan to within the next two years

(5.1.3) Primary reason why your organization has not used scenario analysis

Select from:

☑ No standardized procedure

(5.1.4) Explain why your organization has not used scenario analysis

A regulation about the water management was published by the authorities recently. We will organize our water management based on the new procedure in 2 years. Once regulations regarding water management are completed.
[Fixed row]

(5.1.1) Provide details of the scenarios used in your organization’s scenario analysis.

Climate change

(5.1.1.1) Scenario used

Climate transition scenarios
☑ IEA NZE 2050

(5.1.1.3) Approach to scenario

Select from:
☑ Qualitative and quantitative

(5.1.1.4) Scenario coverage

Select from:
☑ Organization-wide

(5.1.1.5) Risk types considered in scenario

Select all that apply
☑ Policy
☑ Market
☑ Reputation

(5.1.1.6) Temperature alignment of scenario

Select from:

☑ 1.5°C or lower

(5.1.1.7) Reference year

2024

(5.1.1.8) Timeframes covered

Select all that apply

☑ 2025

☑ 2030

☑ 2040

☑ 2050

(5.1.1.9) Driving forces in scenario

Local ecosystem asset interactions, dependencies and impacts

☑ Climate change (one of five drivers of nature change)

(5.1.1.10) Assumptions, uncertainties and constraints in scenario

The aviation sector accounts for 2% of energy related CO2 emissions on a global scale. Additionally, developments in aviation's main source of emissions, aviation fuel, are proceeding in parallel with global innovations in the energy sector. Therefore, the transition risk assessment draws on the outputs of the STEPS and NZE2050 climate scenarios presented in the IEA's World Energy Outlook (WEO) report, which provides a comprehensive analysis of the energy and transportation sectors. • Policies play a critical role in determining the rate at which innovative clean technologies are scaled up. • While the STEPS scenario is modeled to incorporate carbon pricing initiatives that are in place and in the process of being planned, the NZE Scenario incorporates additional measures. For example, in the NZE Scenario, carbon prices increase rapidly across all regions, reaching an average of 250 USD/metric ton CO2 in advanced economies and 200 USD/metric ton CO2 in other major economies by 2050. • The possibility for passengers to change their modes of transportation due to their habits, socio-economic status, and changing climate policies is a significant factor in the decarbonization of the aviation sector in the NZE scenario. • Despite the significance of efficiency enhancements in the pursuit of decarbonization, they cannot mitigate the entirety of emissions caused by the growing demand in aviation, which is expected to lead to a 4% increase in flight activity each year. This emphasizes the urgent need for the development and deployment of low-carbon fuels. • In the STEPS scenario, biofuels account for 2% of total aviation energy demand in 2030 and 6% in 2050, compared to over 11% and 70%, respectively, in the NZE Scenario. • Notwithstanding a significant increase in demand for SAF, high costs continue to be a significant impediment to its widespread deployment. Even though the number of SAF off-take agreements

more than doubled between 2021 and 2022, the limited capacity of announced projects can only meet 1-2% of global aviation demand by 2027. • Average sustainable aviation fuel prices are expected to be approximately twice as much as conventional fuel prices in 2030.

(5.1.1.11) Rationale for choice of scenario

Within the scope of these focus questions, various parameters and assumptions are integrated into the scenario analysis study using different scenarios. The scenarios used cover a broad spectrum, ranging from the implementation of existing climate policies with continuous improvement to no implementation of climate policies at all. These scenarios are based on different metrics to predict the factors affecting global warming by the end of the century and the metrics which will be impacted by global warming. Each risk category is therefore assessed on an impact scale from low to high impact. The NZE 2050 scenario takes an approach that envisions the energy sector achieving net zero emissions by 2050, with developed economies reaching this target earlier than 2050. This scenario is consistent with the 1.5C target for global warming reduction below levels observed before the industrial revolution, as outlined in the Paris Agreement.The required actions are implemented by identifying risks of strategic importance and analyzing the potential impacts over the short, medium, and long term. This methodology guarantees the business's sustainability and continuity through efficient risk management.

Climate change

(5.1.1.1) Scenario used

Physical climate scenarios

☑ RCP 8.5

(5.1.1.2) Scenario used SSPs used in conjunction with scenario

Select from:

☑ SSP5

(5.1.1.3) Approach to scenario

Select from:

☑ Qualitative and quantitative

(5.1.1.4) Scenario coverage

Select from:

☑ Organization-wide

(5.1.1.5) Risk types considered in scenario

Select all that apply

☑ Acute physical

☑ Chronic physical

(5.1.1.6) Temperature alignment of scenario

Select from:

☑ 4.0°C and above

(5.1.1.7) Reference year

2024

(5.1.1.8) Timeframes covered

Select all that apply

☑ 2025

☑ 2030

☑ 2040

☑ 2050

(5.1.1.9) Driving forces in scenario

Local ecosystem asset interactions, dependencies and impacts

☑ Climate change (one of five drivers of nature change)

(5.1.1.10) Assumptions, uncertainties and constraints in scenario

Weather conditions are among the most critical factors that influence operational scheduling in the aviation industry. Takeoff and landing arrangements, along with flight conditions, depend on this factor. As a result of the rapid fluctuations in atmospheric temperature, pressure, and humidity due to climate change, the frequency of abrupt changes in weather conditions has been increasing. Moreover, this situation affects the maintenance frequency of aircraft engines, the physical conditions of landing and takeoff areas, the take-off weight restrictions of aircraft, fuel consumption levels, and flight durations. During the quantitative analysis process, the calculations of the variables relied on the most recent CMIP6 (The Coupled Model Intercomparison Project) projections, which are based on the SSP Scenarios and are used by the IPCC in its own assessment reports. Variables include percentage changes in total precipitation amounts, maximum temperature days above 35°C and up to 40°C, and annual mean temperature changes calculated using the short, medium and long-term WGI Interactive Atlas developed by the IPCC. The SSP-based climate scenarios are among the most comprehensive scenarios that have been developed to date, and they proceed in parallel with the RCP scenarios corresponding to low, medium, and high radiative forcing levels RCP2.6 and RCP8.5, respectively. These scenarios have been selected to provide a comprehensive assessment of potential future climate conditions.

(5.1.1.11) Rationale for choice of scenario

Beyond the commitments outlined in the Paris Agreement, Shared Socioeconomic Pathways (SSPs) provide an extensive array of emission growth scenarios, including more comprehensive emission reduction scenarios that may persist until the end of the century. Although these scenarios do not provide precise figures for emission reductions, they illustrate the viability of strategies to mitigate climate change and reduce emissions. Their evaluation accounts for societal factors, including technological advancements, regional cooperation, and population size, along with other potential obstacles. Pessimistic climate scenarios anticipate circumstances in which efforts to mitigate global warming do notmaterialize due to the failure to implement necessary actions and policies. Such scenarios are expected to have significant strategic and financial impacts on the sectors. Optimistic scenarios, on the other hand, anticipate that the decarbonization and low-carbon energy transformation of sectors will be accelerated and completed and that climate policies will be developed and implemented rapidly. It is assumed that these scenarios will have low strategic and financial impacts on the sectors. Turkish Airlines strengthens its business strategies in anticipation of forthcoming uncertainties by integrating various climate scenarios into the risk assessment procedure. The required actions are implemented by identifying risks of strategic importance and analyzing the potential impacts over the short, medium, and long term. This methodology guarantees the business's sustainability and continuity through efficient risk management.

Climate change

(5.1.1.1) Scenario used

Climate transition scenarios

☑ IEA STEPS (previously IEA NPS)

(5.1.1.3) Approach to scenario

Select from:

☑ Qualitative and quantitative

(5.1.1.4) Scenario coverage

Select from:

☑ Organization-wide

(5.1.1.5) Risk types considered in scenario

Select all that apply

☑ Policy

☑ Market

☑ Reputation

(5.1.1.6) Temperature alignment of scenario

Select from:

☑ 4.0°C and above

(5.1.1.7) Reference year

2024

(5.1.1.8) Timeframes covered

Select all that apply

☑ 2025

☑ 2030

☑ 2040

☑ 2050

(5.1.1.9) Driving forces in scenario

Local ecosystem asset interactions, dependencies and impacts

☑ Climate change (one of five drivers of nature change)

(5.1.1.10) Assumptions, uncertainties and constraints in scenario

The aviation sector accounts for 2% of energy related CO2 emissions on a global scale. Additionally, developments in aviation's main source of emissions, aviation fuel, are proceeding in parallel with global innovations in the energy sector. Therefore, the transition risk assessment draws on the outputs of the STEPS and NZE2050 climate scenarios presented in the IEA's World Energy Outlook (WEO) report, which provides a comprehensive analysis of the energy and transportation sectors. • Policies play a critical role in determining the rate at which innovative clean technologies are scaled up. • While the STEPS scenario is modeled to incorporate carbon pricing initiatives that are in place and in the process of being planned, the NZE Scenario incorporates additional measures. • In the STEPS scenario, oil continues to meet the majority of the aviation sector's energy demand until 2030. • Despite the significance of efficiency enhancements in the pursuit of decarbonization, they cannot mitigate the entirety of emissions caused by the growing demand in aviation, which is expected to lead to a 4% increase in flight activity each year. This emphasizes the urgent need for the development and deployment of low-carbon fuels. • In the STEPS scenario, biofuels account for 2% of total aviation energy demand in 2030 and 6% in 2050, compared to over 11% and 70%, respectively, in the NZE Scenario. • Notwithstanding a significant increase in demand for SAF, high costs continue to be a significant impediment to its widespread deployment. Even though the number of SAF off-take agreements more than doubled between 2021 and 2022, the limited capacity of announced projects can only meet 1-2% of global aviation demand by 2027. • Average sustainable aviation fuel prices are expected to be approximately twice as much as conventional fuel prices in 2030.

(5.1.1.11) Rationale for choice of scenario

Within the scope of these focus questions, various parameters and assumptions are integrated into the scenario analysis study using different scenarios. The scenarios used cover a broad spectrum, ranging from the implementation of existing climate policies with continuous improvement to no implementation of climate policies at all. These scenarios are based on different metrics to predict the factors affecting global warming by the end of the century and the metrics which will be impacted by global warming. Each risk category is therefore assessed on an impact scale from low to high impact. In the STEPS scenario presents projections predicated on the unlikely event that nations neglect to honor their current climate obligations and no novel climate policies are established. Turkish Airlines strengthens its business strategies in anticipation of forthcoming uncertainties by integrating various climate scenarios into the risk assessment procedure. The required actions are implemented by identifying risks of strategic importance and analyzing the potential impacts over the short, medium, and long term. This methodology guarantees the business's sustainability and continuity through efficient risk management.

Climate change

(5.1.1.1) Scenario used

Physical climate scenarios

☑ RCP 2.6

(5.1.1.2) Scenario used SSPs used in conjunction with scenario

Select from:

☑ SSP1

(5.1.1.3) Approach to scenario

Select from:

☑ Qualitative and quantitative

(5.1.1.4) Scenario coverage

Select from:

☑ Organization-wide

(5.1.1.5) Risk types considered in scenario

Select all that apply

☑ Acute physical

☑ Chronic physical

(5.1.1.6) Temperature alignment of scenario

Select from:

☑ 1.6ºC - 1.9ºC

(5.1.1.7) Reference year

2024

(5.1.1.8) Timeframes covered

Select all that apply

☑ 2025

☑ 2030

☑ 2040

☑ 2050

(5.1.1.9) Driving forces in scenario

Local ecosystem asset interactions, dependencies and impacts

☑ Climate change (one of five drivers of nature change)

(5.1.1.10) Assumptions, uncertainties and constraints in scenario

Weather conditions are among the most critical factors that influence operational scheduling in the aviation industry. Takeoff and landing arrangements, along with flight conditions, depend on this factor. As a result of the rapid fluctuations in atmospheric temperature, pressure, and humidity due to climate change, the frequency of abrupt changes in weather conditions has been increasing. Moreover, this situation affects the maintenance frequency of aircraft engines, the physical conditions of landing and takeoff areas, the take-off weight restrictions of aircraft, fuel consumption levels, and flight durations. During the quantitative analysis process, the calculations of the variables relied on the most recent CMIP6 (The Coupled Model Intercomparison Project) projections, which are based on the SSP Scenarios and are used by the IPCC in its own assessment reports. Variables include percentage changes in total precipitation amounts, maximum temperature days above 35°C and up to 40°C, and annual mean temperature changes calculated using the short, medium and long-term WGI Interactive Atlas developed by the IPCC. The SSP-based climate scenarios are among the most comprehensive scenarios that have been developed to date, and they proceed in parallel with the RCP scenarios corresponding to low, medium, and high radiative forcing levels RCP2.6 and RCP8.5, respectively. These scenarios have been selected to provide a comprehensive assessment of potential future climate conditions.

(5.1.1.11) Rationale for choice of scenario

Beyond the commitments outlined in the Paris Agreement, Shared Socioeconomic Pathways (SSPs) provide an extensive array of emission growth scenarios, including more comprehensive emission reduction scenarios that may persist until the end of the century. Although these scenarios do not provide precise figures for emission reductions, they illustrate the viability of strategies to mitigate climate change and reduce emissions. Their evaluation accounts for societal factors, including technological advancements, regional cooperation, and population size, along with other potential obstacles. Pessimistic climate scenarios anticipate circumstances in which efforts to mitigate global warming do notmaterialize due to the failure to implement necessary actions and policies. Such scenarios are expected to have significant strategic and financial impacts on the sectors. Optimistic scenarios, on the other hand, anticipate that the decarbonization and low-carbon energy transformation of sectors will be accelerated and completed and that climate policies will be developed and implemented rapidly. It is assumed that these scenarios will have low strategic and financial impacts on the sectors. Turkish Airlines strengthens its business strategies in anticipation of forthcoming uncertainties by

integrating various climate scenarios into the risk assessment procedure. The required actions are implemented by identifying risks of strategic importance and analyzing the potential impacts over the short, medium, and long term. This methodology guarantees the business's sustainability and continuity through efficient risk management.
[Add row]

(5.1.2) Provide details of the outcomes of your organization's scenario analysis.

Climate change

(5.1.2.1) Business processes influenced by your analysis of the reported scenarios

Select all that apply

☑ Risk and opportunities identification, assessment and management

☑ Strategy and financial planning

☑ Resilience of business model and strategy

☑ Capacity building

☑ Target setting and transition planning

(5.1.2.2) Coverage of analysis

Select from:

☑ Organization-wide

(5.1.2.3) Summarize the outcomes of the scenario analysis and any implications for other environmental issues

Climate Scenario Analysis and Strategic Response Turkish Airlines (THY) conducts climate scenario analysis annually. The results inform short-, medium-, and long-term business planning, with outlooks extending to 2050 and, where relevant, 2060. Two contrasting global scenarios guide the analysis: Rapid transition scenario: Based on the IEA Net-Zero Emissions by 2050 pathway and IPCC SSP1-2.6, this pathway aims to limit warming to around 1.5 °C. High-emissions scenario: Based on the IEA Stated Policies Scenario and IPCC SSP5-8.5, this reflects weaker climate action and forecasts 3–4 °C of warming. THY recognizes that even in the most ambitious scenarios, global temperatures continue to rise until mid-century. Without significant emission reductions this decade, the 1.5 °C and 2 °C limits are expected to be exceeded. These scenarios shape THY's strategic risk and opportunity assessments across physical and transition dimensions. Operational data is integrated into this process and feeds directly into planning. Emissions Management and Carbon Markets: Under its CO_2mission programme, THY calculated emissions from staff business travel and offset approximately 5.7 million kg CO_2 between August 2022 and end of 2024 through the purchase of 7,100 verified carbon

credits. In the same period, THY fully complied with carbon market regulations by surrendering: 8,383 tonnes under the EU Emissions Trading System (EU ETS) 4,194 tonnes under the UK ETS → A total of 12,577 allowances (EUA/UKA) covering all regulated emissions. Fleet Modernization and Low-Carbon Transition: Fleet renewal is a key part of THY's decarbonization strategy. As of 2024: 34% of the fleet consists of new-generation, low-emission aircraft. This share will increase to 47% by 2025, supported by firm orders. By 2033, THY targets 90% of the fleet to be new-technology aircraft. These figures are monitored internally and based on aircraft delivery and service-entry schedules. Sustainable Aviation Fuel (SAF) and Operational Efficiency: THY began using SAF in 2022 and is expanding its use, informed by: Supply constraints identified in 1.5 °C-aligned scenarios. Reputational and transition risks highlighted in high-emissions scenarios. In addition, THY has embedded fuel efficiency measures across operations, including: Optimized flight route planning, Engine-out taxi Operations, Use of lighter materials, Advanced flight data analytics. These actions reduce fuel consumption and exposure to rising carbon prices. Financial Planning and Resilience: THY maintains a pool of highly liquid short-term financial instruments to quickly respond to climate-related needs and investment opportunities. Its strong credit profile provides access to: Domestic and international loans, Project finance, Syndicated facilities, Capital markets and securitization. This financial flexibility is seen as critical to resilience under various climate scenarios. THY also retains the ability to repurpose, upgrade, or retire aircraft and ground assets, supporting both operational and financial adaptability. Governance and Risk Integration: Climate-related risks and opportunities are assessed at least once a year by the Sustainability Committee, chaired by the CEO. The committee reports to the Board in line with Turkish Sustainability Reporting Standards (TSRS). Its responsibilities include: Physical risk mapping, Transition risk evaluation, Recommending mitigation actions and value-creating strategies for timeframes up to 2060. Findings are integrated into capital allocation, network planning, and fleet acquisition decisions. Key Insights from Scenario Analysis: Increasing climate-related weather disruptions may require investment in resilient airport infrastructure and schedule buffers. Carbon pricing is expected to rise in all scenarios, reinforcing the business case for faster fleet renewal. Early commitments to SAF procurement can help mitigate future supply and cost risks. Under high-emission scenarios (SSP5-8.5), the risk of severe physical damages underscores the value of THY's liquidity buffer and financing capacity.
[Fixed row]

(5.2) Does your organization's strategy include a climate transition plan?

(5.2.1) Transition plan

Select from:

☑ Yes, we have a climate transition plan which aligns with a 1.5°C world

(5.2.3) Publicly available climate transition plan

Select from:

☑ Yes

(5.2.4) Plan explicitly commits to cease all spending on, and revenue generation from, activities that contribute to fossil fuel expansion

Select from:

☑ Yes

(5.2.5) Description of activities included in commitment and implementation of commitment

The transition to next-generation aircraft has resulted in fuel consumption reductions of around 15-20%. Considering its fleet size, THY has one of the youngest aircraft fleets in the world, with an average fleet age of 9.9 years as of the end of 2024.Furthermore, it is planned that by 2033, next generation aircraft in the fleet will constitute at least 90% of the Turkish Airlines' total fleet. In line with its target to become carbon neutral by 2050, THY prioritizes investments that support climate change mitigation and enhance climate resilience. By the end of 2024, the share of new-generation aircraft—equipped with fuel-efficient engines and built using lightweight composite materials—had reached 34% of the total fleet. With the delivery of new aircraft in 2025, the total fleet is expected to surpass 520 aircraft, with the proportion of new-generation aircraft increasing to over 41%.Wide Body Aircraft Purchase In line with the growth targets of our Incorporation, our Board of Directors has decided to purchase 10 A350-900 type passenger aircraft from Airbus to be delivered in 2025, 2026 and 2027. In 2023, Turkish Airlines operated a fleet of 440 aircraft, which grew by 12% to 492 aircraft in 2024. The number of new-generation aircraft increased from 138 to 168, marking a 22% rise, and accounted for 34% of the total fleet. In 2025, it is planned that 49 single-aisle aircraft will be added to the fleet through dry lease agreements. Of these, 38 aircraft are expected to be integrated into AJet's operations, while 11 aircraft will support Turkish Airlines' mainline Operations. By the end of 2025, the number of new-generation aircraft is projected to reach 212, increasing their share in the fleet to 41%.With the historic order it placed with the European manufacturer Airbus in December 2023, it plans to add 355 new generation aircraft to its fleet in the coming years. As of the end of 2022, the Turkish Airlines fleet has 27 next-generation wide-body aircraft, including 16 B787-9 Dreamliners. In addition to the wide-body aircraft, the fleet has 37 next-generation narrow-body A321 NEO aircraft, which were ordered in 2013 and delivered by the end of 2022; the deliveries that are currently underway are estimated to be finalized by the end of 2028.

(5.2.7) Mechanism by which feedback is collected from shareholders on your climate transition plan

Select from:

☑ We have a different feedback mechanism in place

(5.2.8) Description of feedback mechanism

10 years Strategy Plan of THY has been declared on its website including the roadmap to be a carbon neutral airline by 2050. Feedback concerning the sustainability strategy and Climate Transition Plan of THY from shareholders is realized by facilitating the exercise of shareholders rights. As THY, we come together with our shareholders and investors at the Ordinary General Assembly Meetings we hold every year and organize investor conferences following the financial results announced at the end of each quarter. Moreover, we maintain effective communication with our shareholders and investors by e-mail, phone, online and face-to-face meetings whenever they wish. During the reporting period, our shareholders and investors requested meetings to receive information about our Incorporation's

financials, operations and strategy. Necessary information was provided to our shareholders and investors by paying attention to equal and transparent information distribution in line with their expectations. These information requests were met through 11 investor conferences and roadshows both domestically and internationally which were conducted in 2024, additionally, 112 investor meetings with 129 institutions were held and four teleconferences were organised regarding results related to financial statements. As part of our commitment to achieving carbon neutrality by 2050 and implementing our comprehensive Climate Transition Plan, we engage in regular meetings with our investors and shareholders. These engagements provide a platform to discuss the intricate details of our decarbonization strategy and our pathway towards a sustainable future. In these meetings, detailed explanations of the strategies and technologies we are employing to reduce our carbon footprint are provided. During these sessions, we actively solicit feedback from our shareholders. This feedback is crucial in ensuring that our strategies align with investor expectations and market realities. Shareholders are encouraged to provide their insights and suggestions regarding our transition plan and its implementation. In other respects, by improving our sustainability strategy day by day with new regulations we continue to focus on the most important issues that our stakeholders attach importance to and that may affect our operations. In the coming years we will continue to update our material issues in line with global developments and feedback from our stakeholders.

(5.2.9) Frequency of feedback collection

Select from:

☑ More frequently than annually

(5.2.10) Description of key assumptions and dependencies on which the transition plan relies

Turkish Airlines adopts the climate change targets that the IATA has set for the aviation industry and integrates them into its business strategies. Within this scope, Turkish Airlines improves its performance in various areas, including energy and emission management, resource efficiency, fleet modernization, and sustainable aviation fuel studies throughout its operations and incorporates industry best practices into its business strategy. Turkish Airlines recognizes Türkiye's ratification of the Paris Agreement in 2021 and its commitment to reach net zero carbon emissions by 2053, as well as other agreements to which Türkiye is a signatory, global developments, and stakeholder expectations; it plans its business strategies accordingly In this context, Turkish Airlines supports the fight against climate change and pledges to be "Carbon Neutral by 2050." Related practices to implement the Plan: • In 2033, at least 95% of our total fleet will consist of next generation aircraft. • Our next-generation aircraft reduce carbon emissions by 15%-20% compared to the previous generations of aircraft. • In 2022, our first flight using SAF was taken and as of this date, SAF has been used regularly on one flight per week. SAF will continue to be used in increasing frequencies and destinations. • Long-term guaranteed purchase agreements with SAF suppliers are planned. • Partnerships/collaborations with companies planning production in Türkiye are also planned to secure SAF supply and provide easy access to SAF. • By 2033, a total of 1,192,632 tons of fuel savings will be achieved through operational improvements. • Within the scope of CORSIA, our emissions will be offset as of 2024. • We plan to develop carbon emission reduction projects with various investment models. • We aim to produce at least 5% of the energy needed in our new buildings from renewable sources. • We plan to invest in SPP projects that can reduce the energy needs of the Incorporation.

(5.2.11) Description of progress against transition plan disclosed in current or previous reporting period

Turkish Airlines follows the International Air Transport Association's (IATA) comprehensive fuel efficiency policy, which supports both short and long-term targets. With more than 100 operational improvement projects implemented since 2008, 70,046 tons of fuel were saved in 2024 and 221,345 tons of carbon emissions were

prevented from being released into the atmosphere. Thus, the total amount of fuel saved since 2008 was 813,309 tons and the carbon emissions prevented was 2,570,056 tons.. As part of Turkish Airlines' long-term fleet projection and its 10-year strategic plan, negotiations were initiated in the second half of 2023 with aircraft and engine manufacturers for the procurement of a total of 600 aircraft—approximately 200 wide-body and 400 narrow-body—within the framework of the 2023–2033 fleet plan, including optional aircraft. Among these, an order was placed with Airbus for a total of 355 aircraft, and an agreement was reached with Rolls-Royce, the sole engine supplier for the 105 A350 aircraft in the order, for engine supply and maintenance services. In addition, a purchase agreement was signed with Boeing in 2024 for four B777F freighter aircraft. In line with the strategic plan and the targeted fleet structure, negotiations with manufacturers for the procurement of other aircraft are ongoing. With the agreements that have been finalized and those still under negotiation, it is planned to increase the proportion of next-generation aircraft in the fleet by 2033. Currently, approximately 30% of the global aircraft fleet in service consists of next-generation aircraft. Replacing older generation aircraft with new-generation models is of great importance. The strategic advantages of next-generation aircraft include a 9%–14% reduction in per-seat carbon emissions and fuel consumption, higher fuel capacity, improved engine design, and enhancements that offer a more refined passenger experience. Turkish Airlines' fleet, one of the youngest and most modern in the world, reached a total of 492 aircraft by the end of 2024, comprising 338 narrow-body, 130 wide-body, 119 AJet, and 24 freighters. We continue to invest in our fleet, which had an average age of 9.9 years as of the end of 2024, and we continue to purchase state-of-the-art, environmentally friendly, and fuel-efficient aircraft.The fleet modernization continued with the historic order placed with Airbus in December 2023 for 355 new-generation aircraft. The airline aims to have more than 800 aircraft by its 100th year. "By the end of 2024, Turkish Airlines' fleet includes a total of 88 A321NEO and 24 A350-900 next-generation aircraft, which provide approximately 15–20% fuel savings and emissions reduction In 2023, Turkish Airlines operated a fleet of 440 aircraft, which grew by 12% to 492 aircraft in 2024. The number of new-generation aircraft increased from 138 to 168, marking a 22% rise, and accounted for 34% of the total fleet.

(5.2.12) Attach any relevant documents which detail your climate transition plan (optional)

2024-tsrs-compliant-sustainability-report.pdf

(5.2.13) Other environmental issues that your climate transition plan considers

Select all that apply

☑ No other environmental issue considered

[Fixed row]

(5.3) Have environmental risks and opportunities affected your strategy and/or financial planning?

(5.3.1) Environmental risks and/or opportunities have affected your strategy and/or financial planning

Select from:

☑ Yes, both strategy and financial planning

(5.3.2) Business areas where environmental risks and/or opportunities have affected your strategy

Select all that apply

☑ Products and services

☑ Upstream/downstream value chain

☑ Investment in R&D

☑ Operations

[Fixed row]

(5.3.1) Describe where and how environmental risks and opportunities have affected your strategy.

Products and services

(5.3.1.1) Effect type

Select all that apply

☑ Opportunities

(5.3.1.2) Environmental issues relevant to the risks and/or opportunities that have affected your strategy in this area

Select all that apply

☑ Climate change

(5.3.1.3) Describe how environmental risks and/or opportunities have affected your strategy in this area

Nowadays, consumers take environmental sensitivities into consideration when determining their brand preferences. In this context, the nextgeneration aircraft and the use of SAF, as well as the carbon offset opportunity offered to customers, strengthen Turkish Airlines' positive brand image and contribute to its strong reputation with both passengers and investors. Our Company's focus on environmental responsibilities plays an effective role in increasing customer loyalty as part of its sustainability efforts. In line with the increasing awareness of sustainability issues, Turkish Airlines began offering CO2mission, a voluntary carbon offset program, to its' customers in August 2022, both to meet passenger expectations and to emphasize the importance of taking action together in the fight against climate change. With this program, Turkish Airlines offers travelers the opportunity to support sustainable development projects and participate in the process of improving the world. Passengers are offered three different portfolio options to offset their emissions:"Renewables", "Community Care" and "Ecosystem Restoration". Passengers can contribute the desired amount to the portfolio of their choice and receive a special carbon offset certificate in return for their contribution. Passengers can access their online certificates at any time on the platform, share their certificates on social media and even gift carbon offsetting to their loved ones. Furthermore, through the voluntary carbon offset program, CO_2mission, approximately 5.7 million kg of CO_2 emissions were offset between August 2022 and the end of 2024. As part of the

CO_2mission program, the company offsets emissions from all employee mission flights. As part of this program, the company purchased 7,100 carbon credits to offset the emissions from its employees' mission flights in 2024. A total of 12,557 allowances (EUA, UKA) were delivered to the relevant authorities, corresponding to 8,383 tons of CO_2 emissions verified under the EU-ETS and 4,194 tons of CO_2 emissions verified under the UK-ETS in 2024.

Upstream/downstream value chain

(5.3.1.1) Effect type

Select all that apply

☑ Opportunities

(5.3.1.2) Environmental issues relevant to the risks and/or opportunities that have affected your strategy in this area

Select all that apply

☑ Climate change

(5.3.1.3) Describe how environmental risks and/or opportunities have affected your strategy in this area

Turkish Airlines is rapidly progressing towards the goal to become the youngest and most modern fleet in Europe. With the aim of expanding and rejuvenating the fleet, it is taking important steps towards strengthening Turkish Airlines brand by purchasing new technology-equipped, fuel-efficient and environmentally friendly aircraft that meet the evolving passenger traffic and changing customer needs, accounting for cost analyses and attaching importance to passenger comfort and safety. Related practices are detailed under the section titled "Fuel Saving Applications and New Generation Aircraft Investments, Accordingly, the target is to increase the proportion of new-generation aircraft to 41% by the end of 2025 and to 90% by 2033. To support this target, a purchase plan for approximately 600 aircraft has been announced for the 2023-2033 period. An agreement has been reached with Airbus for a total of 355 aircraft and with Rolls-Royce, the sole engine supplier for 105 A350 aircraft in this order, for engine supply and engine maintenance services. Additionally, a purchase agreement has been signed with Boeing for four B777F cargo aircraft in 2024. Considering its fleet size, the Company has one of the youngest aircraft in the world, with an average age of 9.9 years as of the end of 2024.

Investment in R&D

(5.3.1.1) Effect type

Select all that apply

☑ Opportunities

(5.3.1.2) Environmental issues relevant to the risks and/or opportunities that have affected your strategy in this area

Select all that apply

☑ Climate change

(5.3.1.3) Describe how environmental risks and/or opportunities have affected your strategy in this area

In line with its goals of reducing carbon emissions and optimizing energy costs, the Company has prioritized strategic infrastructure investments aimed at increasing the use of renewable energy. Within this framework, a total investment of US$3 million (TL 105,840,900) is being made in solar power plant (SPP) projects, aiming to reduce annual emissions of 4,558.7 tCO_2. By 2025, a total of 5,476.45 kWp will be generated, including 4,365.45 kWp at the AHL Cargo Building and 1,111 kWp at the Sedat Şekerci Campus. Approximately 50% of the AHL Region's electricity needs will be met from these sources. By 2027, the construction of a 504.45 kWp solar power plant on the TAFA Aydın Çıldır Facility site is projected to prevent 429.1 kg/year of CO_2 emissions.

Operations

(5.3.1.1) Effect type

Select all that apply

☑ Risks

(5.3.1.2) Environmental issues relevant to the risks and/or opportunities that have affected your strategy in this area

Select all that apply

☑ Climate change

(5.3.1.3) Describe how environmental risks and/or opportunities have affected your strategy in this area

According to the STEPS scenario presented in the IEA World Energy Outlook 2024, the share of biofuels in the energy demand of the aviation sector will increase from merely 2% in 2030 to 6% by 2050. Meanwhile, in the NZE Scenario, this share is projected to be much higher, over 11% in 2030 and even over 70% in 2050. Despite the rapid growth in SAF demand, high costs remain a major barrier to large-scale deployment. According to IATA, although SAF production doubled in 2024 to reach 1 million tonnes—twice the 2023 figure—this volume still represents only 0.3 % of global jet-fuel demand. In 2025, SAF output is projected to rise to 2.1 million tonnes, covering about 0.7 % of demand. In relevance to these projections, global SAF supply may be insufficient to meet demand in the medium term. Impact of Risk on Strategic Planning: Under current regulations, the obligation to use SAF is imposed on fuel suppliers, not airlines. However, in the scenario where SAF supply cannot meet the demand in the future, fuel suppliers may want to pass on their penalty fees to the airlines. This may lead to an increase in operational costs. Climate Adaptation Strategy: • Securing SAF supply for a future period of time through SAF offtake agreements will provide the ability to take precautions against

sudden supply disruptions in the fuel market and to adapt to environments where this risk occurs. To identify and address the reasons that may cause SAF supply to fall below demand, joint adaptation plans can be developed with other stakeholders in the industry affected by this risk (airline alliances, airport operators, industry organizations, etc.), and the severity of the risk and the duration of exposure can be relatively reduced. Developing models and forecasting mechanisms based on SAF supply and demand trends to predict potential shortages and price increases can also be implemented as another element to ensure adaptability.
[Add row]

(5.3.2) Describe where and how environmental risks and opportunities have affected your financial planning.

Row 1

(5.3.2.1) Financial planning elements that have been affected

Select all that apply
☑ Revenues
☑ Direct costs
☑ Capital expenditures

(5.3.2.2) Effect type

Select all that apply
☑ Risks
☑ Opportunities

(5.3.2.3) Environmental issues relevant to the risks and/or opportunities that have affected these financial planning elements

Select all that apply
☑ Climate change

(5.3.2.4) Describe how environmental risks and/or opportunities have affected these financial planning elements

Revenues: Environmental impacts, climate-related risks and opportunities are always taken into account in the creation of Turkish Airlines' business strategies and financial planning. A positive or negative change in this reputation may directly affect Turkish Airlines' revenues. As of 31st December 2024, Total passenger and cargo revenue is made up more than 96.78% of Revenue of Turkish Airlines. There are 4 physical and 4 transition risks identified in the TSRS Report 2024 which is in line with IFRS S2 standard and all of those risks have a potential direct or indirect effect on the revenue. Direct Cost: As of 31st December 2024, fuel cost makes up to 33.59% of cost of sales (direct cost) of Turkish Airlines. The physical risks identified in the Climate Transition Plan have potential effect on the fuel consumption amount which end up a potential increase in the fuel cost. For instance, the thrust of an airplane at take-off is determined by the density of the air. Air density is a critical factor affected by temperature. Increased atmospheric temperature due to global warming reduces the density of the air, causing airplanes to require more thrust during take-off. This requires aircraft to consume more fuel during take-off. The costs of the relevant physical climate risk, calculated based on the optimistic scenario SSP1-2.6 and the pessimistic scenario SSP5-8.5, do not indicate a significant impact on the financial position, performance, or cash flow in the short and medium term. If the risk exceeds the materiality level, it is expected to impact the Cost of Sales in the Profit or Loss Statement. Capex: Technological innovations such as lightweight materials, improved aerodynamics, fuel-efficient engines and all-electric aircraft are crucial. For example, the transition to next-generation aircraft can reduce fuel consumption by around 15-20%. It is planned that by 2033, next generation aircraft in the fleet will constitute at least 90% of the Turkish Airlines' total fleet. Wide Body Aircraft Purchase In line with the growth targets of our Incorporation, our Board of Directors has decided to purchase 10 A350-900 type passenger aircraft from Airbus to be delivered in 2025, 2026 and 2027.As part of the investment plan, an investment of approximately US$27,691 million is planned for a total of 413 aircraft between 2024 and 2045. As of the end of 2024, an advance payment of US$1,489 million had been made.
[Add row]

(5.4) In your organization's financial accounting, do you identify spending/revenue that is aligned with your organization's climate transition?

	Identification of spending/revenue that is aligned with your organization's climate transition	Methodology or framework used to assess alignment with your organization's climate transition
	Select from: ☑ Yes	*Select all that apply* ☑ Other methodology or framework

[Fixed row]

(5.4.1) Quantify the amount and percentage share of your spending/revenue that is aligned with your organization's climate transition.

Row 1

(5.4.1.1) Methodology or framework used to assess alignment

Select from:

☑ Other, please specify :The IEA Energy Technology Perspectives Clean Energy Technology Guide

(5.4.1.5) Financial metric

Select from:

☑ Revenue/Turnover

(5.4.1.6) Amount of selected financial metric that is aligned in the reporting year (currency)

22669000000

(5.4.1.7) Percentage share of selected financial metric aligned in the reporting year (%)

7

(5.4.1.8) Percentage share of selected financial metric planned to align in 2025 (%)

9

(5.4.1.9) Percentage share of selected financial metric planned to align in 2030 (%)

15

(5.4.1.12) Details of the methodology or framework used to assess alignment with your organization’s climate transition

The calculation was based on the revenue generated specifically from our A321-neo aircraft, which are equipped with 'Geared Turbo Fan engines' and entered our fleet starting in 2018. Rather than focusing on expenditures from a specific year, the total investment for these aircraft was allocated over the years 2018-2024, 2025, and 2026-2030, proportional to the number of aircraft joining the fleet each year.
[Add row]

(5.5) Does your organization invest in research and development (R&D) of low-carbon products or services related to your sector activities?

(5.5.1) Investment in low-carbon R&D

Select from:

☑ Yes

(5.5.2) Comment

R&D projects have been undertaken at Turkish Airlines for the past three years and the next five years, During this period, solar power plants (SPP) systems have been installed and commissioned in the Atatürk Airport (AHL) region to provide renewable energy sources. In addition, infrastructure renovations are underway in our buildings. In the reporting year, Boeing and Airbus purchased new-generation aircraft, which will continue for the next five years. Next-Generation Aircraft Investments constitutes one of the cornerstones of the sustainability strategy. In this regard, the target is to increase the proportion of new-generation aircraft to 41% by the end of 2025 and to 90% by 2033. Furthermore, investments are being made in aircraft cabin modifications across the entire fleet, both in the Airbus and Boeing fleets at the Company.
[Fixed row]

(5.5.8) Provide details of your organization's investments in low-carbon R&D for transport-related activities over the last three years.

Row 1

(5.5.8.1) Activity

Select all that apply

☑ Aviation

(5.5.8.2) Technology area

Select from:

☑ Other, please specify :Aircraft Cabin Modification Projects

(5.5.8.3) Stage of development in the reporting year

Select from:

☑ Applied research and development

(5.5.8.4) Average % of total R&D investment over the last 3 years

3

(5.5.8.6) Average % of total R&D investment planned over the next 5 years

11

(5.5.8.7) Explain how your R&D investment in this technology area is aligned with your climate commitments and/or climate transition plan

Aircraft Cabin Modification Projects: Modification works are carried out in aircraft cabins in line with changing passenger expectations and consumption habits. In line with the developing technology, in-cabin components are also revised. During these modifications, Turkish Airlines prefers new technology cabin seats and components that reduce material usage and aircraft weight. The use of the new generation seats manufactured by our subsidiary company, which are lighter than their counterparts, in the fleet of the Incorporation shall provide savings in annual fuel consumption and reduction in CO2 emissions as well as material efficiency. Epianka Plus Seats: Lighter than the current ones, these seats are under development. • AJet New Cabin Configuration: TCI Milligram seats with recycled leather covers have been added to the configuration package. • Lightweight Food and Garbage Trolleys: As part of AJet's efforts to create new cabin configurations for charter aircraft, lightened food and trash trolleys have been added to the configuration. • High-Density Cabin Conversion Project on 7 Aircraft: Conversion from 194 to 220 seats, resulting in a weight reduction of 1,723 kg. As part of the cabin modification project implemented in 2024, a total weight reduction of 8.870,4 kg was achieved across 7 aircraft, and the removal of 9 additional fuel tanks resulted in a further 5,400 kg reduction. This reduction translates to a total annual fuel savings of 1,752,192 USD when all aircraft implementations are completed. With more than 100 operational optimization projects and aircraft configuration projects successfully implemented since 2008, we saved a total of 813,309tons of fuel and prevented the emission of 2,570,056tons of carbon emissions into the atmosphere by the end of 2024.

Row 2

(5.5.8.1) Activity

Select all that apply

☑ Aviation

(5.5.8.2) Technology area

Select from:

☑ Geared Turbo Fan – Ultra-High Bypass Ratio engine

(5.5.8.3) Stage of development in the reporting year

Select from:

☑ Large scale commercial deployment

(5.5.8.4) Average % of total R&D investment over the last 3 years

40

(5.5.8.6) Average % of total R&D investment planned over the next 5 years

49

(5.5.8.7) Explain how your R&D investment in this technology area is aligned with your climate commitments and/or climate transition plan

Turkish Airlines has a number of Airbus A321 NEO aircraft that have Ultrahigh bypass ratio engine together with the technical specifications such as open rotor and propulsion-airframe integration in its fleet. According to engine manufacturer data new engines are 16 % more fuel efficient. We consider this as a low-carbon service as outlined in The IEA Energy Technology Perspectives Clean Energy Technology Guide taxonomy.

Row 3

(5.5.8.1) Activity

Select all that apply

☑ Aviation

(5.5.8.2) Technology area

Select from:

☑ Other, please specify :Operational advantages/Ultra Highbypass Ratio Engines

(5.5.8.3) Stage of development in the reporting year

Select from:

☑ Full/commercial-scale demonstration

(5.5.8.4) Average % of total R&D investment over the last 3 years

24

(5.5.8.6) Average % of total R&D investment planned over the next 5 years

47

(5.5.8.7) Explain how your R&D investment in this technology area is aligned with your climate commitments and/or climate transition plan

Pursuant to our commitment to innovation, operational excellence, and a sustainable future, we invest in "Fleet Modernization and Improvement" as one of the core elements of our Sustainability Strategy. We add advanced Airbus aircraft to our fleet, thereby raising our operational capabilities as well as our environmental goals. We also set an example in our industry with our next-generation aircraft investments. Next-Generation Aircraft Investments constitutes one of the cornerstones of the sustainability strategy. In this regard, the target is to increase the proportion of newgeneration aircraft to 41% by the end of 2025 and to 90% by 2033. To support this goal, a purchase plan for approximately 600 aircraft covering the 2023-2033 period was announced. A total of 355 aircraft were ordered with Airbus, and an agreement was reached with Rolls-Royce, the sole engine supplier for 105 A350 aircraft in this order, for engine supply and engine maintenance services.. A350-900 aircraft with Ultra Highbyass Ratio engines enable us to achieve a 15- 20% lower fuel consumption compared to previous generation aircraft.
[Add row]

(5.9) What is the trend in your organization's water-related capital expenditure (CAPEX) and operating expenditure (OPEX) for the reporting year, and the anticipated trend for the next reporting year?

(5.9.1) Water-related CAPEX (+/- % change)

0

(5.9.2) Anticipated forward trend for CAPEX (+/- % change)

0

(5.9.3) Water-related OPEX (+/- % change)

151

(5.9.4) Anticipated forward trend for OPEX (+/- % change)

78

(5.9.5) Please explain

The main reason for the increase in our total expenditure is the increase in the number of buildings we operate and the number of employees, as well as the increase in unit prices.
[Fixed row]

(5.10) Does your organization use an internal price on environmental externalities?

	Use of internal pricing of environmental externalities	Environmental externality priced
	Select from:	*Select all that apply*

	Use of internal pricing of environmental externalities	Environmental externality priced
	☑ Yes	☑ Carbon

[Fixed row]

(5.10.1) Provide details of your organization’s internal price on carbon.

Row 1

(5.10.1.1) Type of pricing scheme

Select from:

☑ Shadow price

(5.10.1.2) Objectives for implementing internal price

Select all that apply

☑ Navigate regulations

☑ Drive energy efficiency

☑ Stress test investments

☑ Drive low-carbon investment

☑ Conduct cost-benefit analysis

☑ Identify and seize low-carbon opportunities

☑ Influence strategy and/or financial planning

☑ Setting and/or achieving of climate-related policies and targets

☑ Incentivize consideration of climate-related issues in decision making

☑ Incentivize consideration of climate-related issues in risk assessment

(5.10.1.3) Factors considered when determining the price

Select all that apply

☑ Scenario analysis

☑ Benchmarking against peers

☑ Alignment with the price of allowances under an Emissions Trading Scheme

☑ Existing or pending legislation

☑ Alignment to scientific guidance

☑ Alignment to international standards

(5.10.1.4) Calculation methodology and assumptions made in determining the price

Determining the internal carbon price helps to calculate the internal rate of return (IRR) of investment expenditures in the calculation of the impacts of climate-related risks and opportunities, which in turn contributes to better predictions of investment outcomes. Following the evaluation of STEPS, NZE2050 and SDS climate scenarios and relevant calculations, Turkish Airlines set its internal carbon shadow pricing at a minimum of 90 USD and a maximum of 140 USD.

(5.10.1.5) Scopes covered

Select all that apply

☑ Scope 1

☑ Scope 2

(5.10.1.6) Pricing approach used – spatial variance

Select from:

☑ Uniform

(5.10.1.8) Pricing approach used – temporal variance

Select from:

☑ Static

(5.10.1.10) Minimum actual price used (currency per metric ton CO2e)

90

(5.10.1.11) Maximum actual price used (currency per metric ton CO2e)

140

(5.10.1.12) Business decision-making processes the internal price is applied to

Select all that apply

☑ Procurement
☑ Product and R&D
☑ Risk management
☑ Capital expenditure
☑ Opportunity management
☑ Value chain engagement
☑ Public policy engagement

(5.10.1.13) Internal price is mandatory within business decision-making processes

Select from:

☑ No

(5.10.1.14) % total emissions in the reporting year in selected scopes this internal price covers

100

(5.10.1.15) Pricing approach is monitored and evaluated to achieve objectives

Select from:

☑ Yes

(5.10.1.16) Details of how the pricing approach is monitored and evaluated to achieve your objectives

In the planning of its business strategy Turkish Airlines utilizes a shadow price mechanism for internal carbon pricing. This mechanism enables Turkish Airlines to better understand the impacts of climate related risks on its strategic planning and to better estimate the financial impacts of nextgeneration aircraft sustainable fuel solutions and emerging regulations. Additionally this mechanism also benefits business processes such as meeting stakeholder expectations promoting internal behavioral change identifying and evaluating low carbon opportunities, stress test investments, and supplier relations.
[Add row]

(5.11) Do you engage with your value chain on environmental issues?

	Engaging with this stakeholder on environmental issues	Environmental issues covered
Suppliers	*Select from:* ☑ Yes	*Select all that apply* ☑ Climate change ☑ Water
Customers	*Select from:* ☑ Yes	*Select all that apply* ☑ Climate change
Investors and shareholders	*Select from:* ☑ Yes	*Select all that apply* ☑ Climate change ☑ Water
Other value chain stakeholders	*Select from:* ☑ Yes	*Select all that apply* ☑ Climate change

[Fixed row]

(5.11.1) Does your organization assess and classify suppliers according to their dependencies and/or impacts on the environment?

Climate change

(5.11.1.1) Assessment of supplier dependencies and/or impacts on the environment

Select from:

☑ Yes, we assess the dependencies and/or impacts of our suppliers

(5.11.1.2) Criteria for assessing supplier dependencies and/or impacts on the environment

Select all that apply

☑ Contribution to supplier-related Scope 3 emissions

(5.11.1.3) % Tier 1 suppliers assessed

Select from:

☑ 26-50%

(5.11.1.4) Define a threshold for classifying suppliers as having substantive dependencies and/or impacts on the environment

As the suppliers providing jet fuel, given the high environmental impact of fuel production and consumption due to the nature of the product, which significantly affect the lifecycle emissions and resource use, supply dependencies play a significant part in defining a threshold for classifying suppliers. The threshold for the suppliers contributing the Turkish Airlines' scope 3- related emissions is 7%.

(5.11.1.5) % Tier 1 suppliers meeting the threshold for substantive dependencies and/or impacts on the environment

Select from:

☑ 1-25%

(5.11.1.6) Number of Tier 1 suppliers meeting the thresholds for substantive dependencies and/or impacts on the environment

2

Water

(5.11.1.1) Assessment of supplier dependencies and/or impacts on the environment

Select from:

☑ Yes, we assess the dependencies and/or impacts of our suppliers

(5.11.1.2) Criteria for assessing supplier dependencies and/or impacts on the environment

Select all that apply

☑ Basin/landscape condition

☑ Dependence on water

☑ Impact on water availability

☑ Other, please specify :Impacts on water quality

(5.11.1.3) % Tier 1 suppliers assessed

Select from:

☑ 26-50%

(5.11.1.4) Define a threshold for classifying suppliers as having substantive dependencies and/or impacts on the environment

Turkish Airlines evaluates suppliers through a Supplier Evaluation System with scoring and selection criteria. Beyond cost and quality, sustainability is key: compliance with waste, GHG, and environmental policies is required. Suppliers must hold ISO 14001/EMAS or ISO 22000. Zero Waste, LCA, and sustainable product practices are also considered in supplier selection.

(5.11.1.5) % Tier 1 suppliers meeting the threshold for substantive dependencies and/or impacts on the environment

Select from:

☑ 1-25%

(5.11.1.6) Number of Tier 1 suppliers meeting the thresholds for substantive dependencies and/or impacts on the environment

3
[Fixed row]

(5.11.2) Does your organization prioritize which suppliers to engage with on environmental issues?

Climate change

(5.11.2.1) Supplier engagement prioritization on this environmental issue

Select from:

☑ Yes, we prioritize which suppliers to engage with on this environmental issue

(5.11.2.2) Criteria informing which suppliers are prioritized for engagement on this environmental issue

Select all that apply

☑ In line with the criteria used to classify suppliers as having substantive dependencies and/or impacts relating to climate change

☑ Business risk mitigation

☑ Procurement spend

☑ Regulatory compliance

☑ Supplier performance improvement

(5.11.2.4) Please explain

Procurement Spend: Suppliers with the highest procurement spend represent a substantial portion of our supply chain. Prioritizing these suppliers allows us to drive significant environmental improvements across our operations, given their influence on our overall sustainability goals. Regulatory Compliance: Ensuring compliance with environmental regulations is critical. Suppliers in regions with stringent environmental laws or those subject to emerging regulations are prioritized to mitigate legal and operational risks. This approach supports our efforts to stay ahead of regulatory changes and maintain our commitment to sustainability. Supplier Performance Improvement: We prioritize suppliers with the potential for substantial environmental performance improvement. Engaging with these suppliers allows us to support them in adopting best practices, enhancing their sustainability, and aligning with our environmental objectives. Business Risk Mitigation: Suppliers that pose a high business risk, whether due to environmental concerns or broader operational issues, are prioritized to safeguard our supply chain. Addressing these risks early ensures resilience and continuity in our operations while advancing our environmental goals. This prioritization is closely associated with our core operations, particularly in areas with high environmental impact, such as aircraft maintenance, fuel procurement, and ground operations.

Water

(5.11.2.1) Supplier engagement prioritization on this environmental issue

Select from:

☑ Yes, we prioritize which suppliers to engage with on this environmental issue

(5.11.2.2) Criteria informing which suppliers are prioritized for engagement on this environmental issue

Select all that apply

☑ Product lifecycle

☑ Product safety and compliance

☑ Regulatory compliance

(5.11.2.4) Please explain

Turkish Airlines evaluates its suppliers through a comprehensive Supplier Evaluation System, which incorporates both traditional procurement criteria—such as cost, quality, and delivery performance—and sustainability indicators including human rights, occupational health and safety, and environmental management, in line with sustainable development principles. All suppliers joining the Turkish Airlines supplier pool are assessed with a scoring system established by the General Procurement Directorate, and these scores are used as selection criteria in tender processes. Contracts include binding clauses on labor rights, occupational safety, ethical standards, and environmental protection. Suppliers are also expected to align with the Company's policies on waste management, greenhouse gas emissions, and environmental performance, holding certifications such as ISO 14001 or EMAS, and, for food suppliers, ISO 22000. In addition, the Company evaluates suppliers on Zero Waste Certificates, life cycle analysis (LCA) reports, and sustainable product practices, particularly for in-flight products, ensuring that sustainability criteria are embedded across the value chain and that suppliers contribute to Turkish Airlines' long-term environmental and social goals.
[Fixed row]

(5.11.5) Do your suppliers have to meet environmental requirements as part of your organization's purchasing process?

	Suppliers have to meet specific environmental requirements related to this environmental issue as part of the purchasing process	Policy in place for addressing supplier non-compliance	Comment
Climate change	*Select from:* ☑ Yes, environmental requirements related to this environmental issue are included in our supplier contracts	*Select from:* ☑ Yes, we have a policy in place for addressing non-compliance	-
Water	*Select from:* ☑ No, and we do not plan to introduce environmental requirements related to this environmental issue within the next two years	*Select from:*	-

[Fixed row]

(5.11.6) Provide details of the environmental requirements that suppliers have to meet as part of your organization's purchasing process, and the compliance measures in place.

Climate change

(5.11.6.1) Environmental requirement

Select from:

☑ Compliance with an environmental certification, please specify :ISO 14001 Environmental Management System or EMAS (Eco-Management and Audit Scheme), IEnvA (IATA Environmental Assessment) Certificates

(5.11.6.2) Mechanisms for monitoring compliance with this environmental requirement

Select all that apply

☑ Certification

☑ Second-party verification

☑ Supplier self-assessment

(5.11.6.3) % tier 1 suppliers by procurement spend required to comply with this environmental requirement

Select from:

☑ 100%

(5.11.6.4) % tier 1 suppliers by procurement spend in compliance with this environmental requirement

Select from:

☑ 51-75%

(5.11.6.7) % tier 1 supplier-related scope 3 emissions attributable to the suppliers required to comply with this environmental requirement

Select from:

☑ 100%

(5.11.6.8) % tier 1 supplier-related scope 3 emissions attributable to the suppliers in compliance with this environmental requirement

Select from:
☑ 76-99%

(5.11.6.9) Response to supplier non-compliance with this environmental requirement

Select from:
☑ Retain and engage

(5.11.6.10) % of non-compliant suppliers engaged

Select from:
☑ 100%

(5.11.6.11) Procedures to engage non-compliant suppliers

Select all that apply
☑ Assessing the efficacy and efforts of non-compliant supplier actions through consistent and quantified metrics
☑ Developing quantifiable, time-bound targets and milestones to bring suppliers back into compliance
☑ Providing information on appropriate actions that can be taken to address non-compliance

(5.11.6.12) Comment

Suppliers are expected to comply with the Company's corporate approach and policies on waste management, greenhouse gas emissions, and general environmental management; and to hold certifications such as the ISO 14001 Environmental Management System or EMAS (Eco-Management and Audit Scheme). It is also expected that food suppliers will operate in accordance with the ISO 22000 Food Safety Management System throughout the entire value chain. Furthermore, in the context of in-flight products, the Zero Waste Certificate, life cycle analysis reports, and practices related to sustainable product preferences are also evaluated. standards. Turkish Airlines conducts its audit activities in two categories: internal and external audits. In 2024, a total of 234 planned and unplanned audits of operational and management systems were conducted; 42.3% of these audits focused on suppliers. Supplier audits encompass a range of critical areas, including human rights, child labour, forced labour, occupational safety, environmental protection, and ethical business principles. In 2024, 29 supplier companies were audited

on environmental issues, and a development programme was implemented for 10 of them. In a similar way, 33 companies were audited on social issues, and improvement efforts were successfully completed by offering a development programme to 10 suppliers.
[Add row]

(5.11.7) Provide further details of your organization's supplier engagement on environmental issues.

Climate change

(5.11.7.2) Action driven by supplier engagement

Select from:
☑ Adaptation to climate change

(5.11.7.3) Type and details of engagement

Capacity building
☑ Provide training, support and best practices on how to make credible renewable energy usage claims
☑ Provide training, support and best practices on how to measure GHG emissions
☑ Provide training, support and best practices on how to mitigate environmental impact

Information collection
☑ Collect GHG emissions data at least annually from suppliers
☑ Collect targets information at least annually from suppliers

Innovation and collaboration
☑ Engage with suppliers to advocate for policy or regulatory change to address environmental challenges

(5.11.7.4) Upstream value chain coverage

Select all that apply
☑ Tier 1 suppliers

☑ Tier 2 suppliers

(5.11.7.5) % of tier 1 suppliers by procurement spend covered by engagement

Select from:

☑ 76-99%

(5.11.7.6) % of tier 1 supplier-related scope 3 emissions covered by engagement

Select from:

☑ 76-99%

(5.11.7.8) Number of tier 2+ suppliers engaged

300

(5.11.7.9) Describe the engagement and explain the effect of your engagement on the selected environmental action

Quantitative threshold for a measure of success: In the reporting year, our measure of success was to have our critical suppliers, accounting for 75% of our total procurement spending, report and have their GHG emissions verified. We surpassed this goal significantly, with 99% of our critical suppliers providing GHG emissions calculations. Description of the impact: This achievement highlights the substantial impact of our engagement efforts on climate-related issues, demonstrating our commitment to transparency and progress in our decarbonization strategies.

(5.11.7.10) Engagement is helping your tier 1 suppliers meet an environmental requirement related to this environmental issue

Select from:

☑ Yes, please specify the environmental requirement :GHG Calculation

(5.11.7.11) Engagement is helping your tier 1 suppliers engage with their own suppliers on the selected action

Select from:

☑ Yes

Water

(5.11.7.2) Action driven by supplier engagement

Select from:

☑ Total water withdrawal volumes reduction

(5.11.7.3) Type and details of engagement

Capacity building

☑ Provide training, support and best practices on how to mitigate environmental impact

Information collection

☑ Collect water quantity information at least annually from suppliers (e.g., withdrawal and discharge volumes)

Innovation and collaboration

☑ Run a campaign to encourage innovation to reduce environmental impacts on products and services

(5.11.7.4) Upstream value chain coverage

Select all that apply

☑ Tier 1 suppliers

(5.11.7.5) % of tier 1 suppliers by procurement spend covered by engagement

Select from:

☑ 76-99%

(5.11.7.7) % tier 1 suppliers with substantive impacts and/or dependencies related to this environmental issue covered by engagement

Select from:

☑ 76-99%

(5.11.7.9) Describe the engagement and explain the effect of your engagement on the selected environmental action

Our suppliers are required to comply with water management regulations by the government and international standards such as ISO 9001, ISO 14001, ISO 45001, and ISO 50001; this audit is conducted by the government. If non-compliance is found during the audit, technical and financial support is provided. Furthermore, we monitor water consumption at our suppliers, comparing it with the same month or the same HDD value from the previous year. If a discrepancy in consumption is detected, we request an explanation and corrective action. This way, we keep the increase in water consumption at our suppliers to 10% compared to previous years, consistent with the increase in operational processes and staff numbers.

(5.11.7.10) Engagement is helping your tier 1 suppliers meet an environmental requirement related to this environmental issue

Select from:

☑ Yes, please specify the environmental requirement :Water Efficiency Regulation by Turkish Government, Water Efficiency Strategy Document And Actıon Plan In The Framework Of Adaptatıon To The Changıng Climate

(5.11.7.11) Engagement is helping your tier 1 suppliers engage with their own suppliers on the selected action

Select from:

☑ Yes

Water

(5.11.7.2) Action driven by supplier engagement

Select from:

☑ Adaptation to climate change

(5.11.7.3) Type and details of engagement

Capacity building

☑ Provide training, support and best practices on how to make credible renewable energy usage claims

☑ Provide training, support and best practices on how to measure GHG emissions

Information collection
☑ Collect GHG emissions data at least annually from suppliers
☑ Collect targets information at least annually from suppliers

Innovation and collaboration
☑ Engage with suppliers to advocate for policy or regulatory change to address environmental challenges

(5.11.7.4) Upstream value chain coverage

Select all that apply
☑ Tier 1 suppliers

(5.11.7.5) % of tier 1 suppliers by procurement spend covered by engagement

Select from:
☑ 76-99%

(5.11.7.7) % tier 1 suppliers with substantive impacts and/or dependencies related to this environmental issue covered by engagement

Select from:
☑ 76-99%

(5.11.7.9) Describe the engagement and explain the effect of your engagement on the selected environmental action

In supplier selection, we consider management systems such as ISO 9001, ISO 14001, ISO 45001, and ISO 50001, along with product responsibility, diversity, inclusion, and human rights criteria. Active suppliers not meeting basic environmental standards are asked to take corrective actions, while cooperation is terminated with those causing negative environmental impacts. Suppliers are evaluated through the Supplier Inspection Form on based on Quality, Deadline Compliance, and Receiver Scores. They are also expected to comply with contractual conditions, as well as rules on business ethics, human rights, occupational health and safety, and working conditions

(5.11.7.10) Engagement is helping your tier 1 suppliers meet an environmental requirement related to this environmental issue

Select from:

☑ Yes, please specify the environmental requirement :Water Efficiency Regulation by Turkish Government, Water Efficiency Strategy Document And Actıon Plan In The Framework Of Adaptatıon To The Changıng Climate

(5.11.7.11) Engagement is helping your tier 1 suppliers engage with their own suppliers on the selected action

Select from:

☑ Yes

[Add row]

(5.11.9) Provide details of any environmental engagement activity with other stakeholders in the value chain.

Climate change

(5.11.9.1) Type of stakeholder

Select from:

☑ Customers

(5.11.9.2) Type and details of engagement

Education/Information sharing

☑ Run an engagement campaign to educate stakeholders about the environmental impacts about your products, goods and/or services

(5.11.9.3) % of stakeholder type engaged

Select from:

☑ 100%

(5.11.9.4) % stakeholder-associated scope 3 emissions

Select from:

☑ None

(5.11.9.5) Rationale for engaging these stakeholders and scope of engagement

Turkish Airlines, recognizing the environmental impact of air travel and also emphasizing the importance of taking action together in the fight against climate change, has introduced an innovative carbon offset program "CO2mission" in 2022. This program aims to empower customers with knowledge and inspire them to be proactive in reducing their carbon footprint. With the CO2mission Program, which uses the ICAO (International Civil Aviation Organization) carbon emission calculation methodology, Turkish Airlines provides travelers with the opportunity to be involved in the fight against climate change; offering a platform where they can offset their carbon emissions in an easy and practical way. The projects included in the "Renewables", "Community Care" and "Ecosystem Restoration" portfolios, which are offered to the preferences of the passengers and have internationally valid certification in various regions of the world, consist of combat climate change and social development projects that are certified worldwide and generate carbon credits; the portfolio serves for 9 different Sustainable Development Goals. A carbon-offsetting certificate is created for our passengers who contribute to the desired portfolio and perform the offsetting process. Passengers can access their online certificates on the platform at any time, share their certificates on social media, and even gift carbon offsets to their loved ones. Within the scope of the CO2mission program; Emissions from all business travels of our employees are offset by Turkish Airlines. With the CO_2mission initiative, approximately 5.7 million kg of CO_2 emissions were offset between August 2022 and the end of 2024. These contributions also include the carbon offsetting of the IATA's 2023 General Assembly Meeting.

(5.11.9.6) Effect of engagement and measures of success

Quantitative threshold for a measure of success: Success is measured by the increase in the number of customers visiting the CO2mission Platform. In 2024, the threshold was set as a 50% increase in customer visits compared to the previous year, and a 70% success rate was achieved. Description of the impact: Turkish Airlines has been able to increase transparency about the climate impact of carbon emissions and global compliance, informing its customers about the efforts being made to offset emissions. This raised climate awareness among customers since the implication of CO2mission.

Water

(5.11.9.1) Type of stakeholder

Select from:

☑ Investors and shareholders

(5.11.9.2) Type and details of engagement

Education/Information sharing

☑ Share information on environmental initiatives, progress and achievements

(5.11.9.3) % of stakeholder type engaged

Select from:

☑ 100%

(5.11.9.5) Rationale for engaging these stakeholders and scope of engagement

Turkish Airlines integrates suppliers' water reduction implementation, including embedded water management, into its evaluation and scoring system.

(5.11.9.6) Effect of engagement and measures of success

Turkish Airlines integrates suppliers' water reduction implementation, including embedded water management, into its evaluation and scoring system.

Climate change

(5.11.9.1) Type of stakeholder

Select from:

☑ Investors and shareholders

(5.11.9.2) Type and details of engagement

Education/Information sharing

☑ Share information on environmental initiatives, progress and achievements

(5.11.9.3) % of stakeholder type engaged

Select from:

☑ 100%

(5.11.9.4) % stakeholder-associated scope 3 emissions

Select from:

☑ None

(5.11.9.5) Rationale for engaging these stakeholders and scope of engagement

In 2024, Turkish Airlines engaged investors on climate-related issues to ensure alignment with evolving regulations in the aviation industry, mitigate financial risks, and strengthen its reputation in an increasingly ESG-focused investment landscape. By sharing updates on environmental initiatives, progress, and achievements, the company aimed to demonstrate its commitment to sustainability and regulatory compliance. This engagement not only provided transparency about the financial impact of climate-related risks but also reinforced long-term value creation by aligning the company's climate strategy with investor expectations, thereby enhancing investor trust and positioning Turkish Airlines as a responsible company.

(5.11.9.6) Effect of engagement and measures of success

TThe climate-related engagement with investors resulted in several positive outcomes for Turkish Airlines. It increased investor confidence by providing transparency on the company's environmental initiatives, demonstrating a strong commitment to sustainability and effective risk management. This, in turn, enhanced Turkish Airlines' access to sustainable financing opportunities and attracting ESG-focused investors. Additionally, the company's reputation improved as it positioned itself as a responsible company in the aviation industry. The engagement also fostered stronger collaboration with investors, encouraging dialogue on future climate-related initiatives, and helped Turkish Airlines stay ahead of regulatory requirements, reducing compliance risks and ensuring long-term value creation. These interactions provided an effective platform to share updates on our environmental initiatives, respond to investor inquiries, and align on long-term sustainability expectations. The frequency and continuity of investor participation, as well as the quality of feedback received, are key indicators of the success of our engagement strategy.

Climate change

(5.11.9.1) Type of stakeholder

Select from:

☑ Other value chain stakeholder, please specify :Employees

(5.11.9.2) Type and details of engagement

Education/Information sharing

☑ Run an engagement campaign to educate stakeholders about the environmental impacts about your products, goods and/or services

Innovation and collaboration

☑ Run a campaign to encourage innovation to reduce environmental impacts

(5.11.9.3) % of stakeholder type engaged

Select from:

☑ 100%

(5.11.9.4) % stakeholder-associated scope 3 emissions

Select from:

☑ 1-25%

(5.11.9.5) Rationale for engaging these stakeholders and scope of engagement

The Sustainability Ambassador Program was launched in November 2024 with the aim of enhancing environmental awareness among cabin crew and fostering the adoption of sustainable practices onboard. In its first year, the program started with 100 Sustainability Ambassadors who volunteer to serve as role models in promoting eco-friendly practices and raising awareness among their colleagues and passengers. Sustainability Ambassadors are responsible for implementing environmentally friendly initiatives on board, sharing knowledge from training sessions and mentors with cabin crew and passengers, supporting the separation and recycling of waste in line with our procedure and related flight instructions, providing feedback to the Cabin Product Department via mentors and surveys, sharing observations, and informing passengers about eco-friendly practices to encourage their participation in sustainability efforts. Alongside Ambassadors, Sustainability Mentors—experienced ground staff selected on a voluntary basis—play a crucial role in guiding, supporting, and empowering the Ambassadors. They maintain motivation, provide moral support, monitor feedback and surveys, present insights during quarterly discussions, address challenges effectively, oversee training on project goals and recycling processes, share updates and developments, and ensure communication and collaboration among Ambassadors, mentors, and project leaders for the smooth execution of the program. To strengthen knowledge-sharing and collective engagement, quarterly webinars are organized with Ambassadors. These sessions provide updates on the goals of the Company, greenwashing, Sustainable Aviation Fuel (SAF), fuel-saving initiatives, and sustainable onboard products. Webinars also serve as platforms to exchange feedback, review past input, and discuss new ideas emerging from both written reports and live discussions. Through the joint efforts of Ambassadors and Mentors, the program seeks to create a culture of sustainability onboard by embedding eco-friendly practices into daily operations, raising awareness, and inspiring both crew members and passengers to act responsibly toward the environment.

(5.11.9.6) Effect of engagement and measures of success

As part of our voluntary Sustainability Ambassadors Project, which we launched among cabin crew, over 1,000 feedback sessions were received through four different surveys and webinars. This feedback demonstrates the cabin crew's interest and ownership in sustainability activities and demonstrates that the project has fostered a strong culture of communication and feedback. Among the contributions achieved as a result of the project are increased in-flight operational efficiency, the

widespread adoption of sustainability activities among cabin crew, and improvements in fuel savings, plastic reduction, and waste separation through direct insight into operational processes. The feedback identified improvement opportunities in existing processes, which were shared with Sustainability Committees, paving the way for new practices that will enhance passenger engagement. This project directly contributed to both operational quality and in-flight sustainability activities.

Climate change

(5.11.9.1) Type of stakeholder

Select from:

☑ Customers

(5.11.9.2) Type and details of engagement

Education/Information sharing

☑ Share information on environmental initiatives, progress and achievements

(5.11.9.3) % of stakeholder type engaged

Select from:

☑ 100%

(5.11.9.4) % stakeholder-associated scope 3 emissions

Select from:

☑ None

(5.11.9.5) Rationale for engaging these stakeholders and scope of engagement

As the Company progresses toward its 2033 goals, it has charted a strategic course centered around competency development, standardization, operational efficiency, customer satisfaction, and digitalization—aiming to sustain its current success and achieve even greater milestones amid the growth in aircraft fleet and cabin crew numbers. In 2024, significant progress was made toward the goal of becoming Europe's Best Cabin Crew, with the Company advancing from 8th to 5th place in the Skytrax rankings. Additionally, the Company was honored with the World Class Award by APEX (Airline Passenger Experience Association) for the fourth consecutive year, placing it among only ten airlines worldwide to receive this prestigious distinction. Furthermore, the Company's sustainability performance score rose to 87.8%, earning it the Best in Class Award in Sustainability following a comprehensive audit. To further improve customer satisfaction and service standards,

the “One Team – Passionately Turkish” initiative was launched as part of the cabin hospitality transformation efforts. This project introduced enhancements to personalize the service experience in Business Class and to increase engagement with guests in Economy Class.

(5.11.9.6) Effect of engagement and measures of success

Built on the principles of Inclusivity, Confidence, and Generosity, the impact of the initiative was evident in a 35% increase in Net Promoter Scores (NPS) recorded on trial flights to Dallas and Boston, along with up to 99% success in passenger satisfaction driven by cabin crew performance. In terms of complaint management, the Company significantly outperformed its target, with the number of cabin crew-related complaints per 1,000 passengers recorded at 0.063, well below the target of 1.8. Proactive service recovery was achieved by reviewing 97,425 cabin chief reports, preventing issues before formal complaints arose. Additionally, customer feedback related to cabin crew was addressed in an average of 21.03 hours, outperforming the 36-hour response target and contributing to enhanced satisfaction. To ensure full compliance with operational procedures and achieve standardization in cabin operations, the Company successfully conducted 2,600 standardized flights during the year.
[Add row]

(5.12) Indicate any mutually beneficial environmental initiatives you could collaborate on with specific CDP Supply Chain members.

Row 1

(5.12.1) Requesting member

Select from:

(5.12.2) Environmental issues the initiative relates to

Select all that apply
☑ Climate change

(5.12.4) Initiative category and type

Innovation
☑ New product or service that reduces customers’ operational emissions

(5.12.5) Details of initiative

Our program operates through partnership contracts where companies can choose to allocate annual contributions to the Corporate SAF Program according to their sustainability objectives. These contributions are then utilized for SAF procurement, with the annual funds sourcing and deploying ISCC certified sustainable aviation fuel in our operations. The program extends to air cargo corporate customers as well, allowing them to reduce their Scope 3 emissions by minimizing the environmental impact of their shipments and obtaining certification for these reductions. To ensure transparency and accountability, we provide comprehensive documentation based on each customer's level of participation. This includes Emissions (Scope 3) Reduction Claiming Right Transfer Certificate detailing the SAF contribution amount, environmental properties of SAF, and projected CO_2 reduction, and for contributors to claim reductions transparently, detailed reports with additional supporting documentation, backed by third-party auditing to verify the environmental impact. Our voluntary carbon offset platform – CO2mission was launched on August 1, 2022. Through CO2mission, passengers can calculate the carbon footprint of their flights and offset the carbon footprint by supporting various sustainable development projects. In the current process, our passengers are directing to the CO2mission web page after the booking step has been done. This allows automatically calculating CO2 emissions according to the flight data. Now, we aim to add a separate option to the CO2mission platform for our Corporate Customers. It is planned that the emissions originating from the flights of our Corporate Customers will be calculated automatically and offset via the CO2mission Platform. Additionally, to meet passenger expectations and increase SAF usage,, a project was implemented to include the SAF option to the "Additional Services" offered during ticket purchase and check-in through online channels as a carbon emission reduction solution. In the first phase, this service will be available for purchase via web and mobile channels. Launched on July 1st as a pilot on the OSL route (to and from IST), the SAF Additional Service project will gradually expand to include other international and domestic destinations in the coming weeks. The proceeds from these sales will be used to purchase SAF that will be directly uplifted onto our flights.

(5.12.6) Expected benefits

Select all that apply

☑ Other, please specify :Reduction of customers’ upstream value chain emissions (customer scope 3)

(5.12.7) Estimated timeframe for realization of benefits

Select from:

☑ 0-1 year

(5.12.8) Are you able to estimate the lifetime CO2e and/or water savings of this initiative?

Select from:

☑ No

(5.12.11) Please explain

Corporate SAF Program is actively in effect, however due to the bilateral agreements between Turkish Airlines and our customers which restricts the right of making public statements about customer's contribution without customer's approval, an estimate of emissions savings cannot be given.

Row 2

(5.12.1) Requesting member

Select from:

(5.12.2) Environmental issues the initiative relates to

Select all that apply

☑ Climate change

(5.12.4) Initiative category and type

Innovation

☑ New product or service that reduces customers' operational emissions

(5.12.5) Details of initiative

Our program operates through partnership contracts where companies can choose to allocate annual contributions to the Corporate SAF Program according to their sustainability objectives. These contributions are then utilized for SAF procurement, with the annual funds sourcing and deploying ISCC certified sustainable aviation fuel in our operations. The program extends to air cargo corporate customers as well, allowing them to reduce their Scope 3 emissions by minimizing the environmental impact of their shipments and obtaining certification for these reductions. To ensure transparency and accountability, we provide comprehensive documentation based on each customer's level of participation. This includes Emissions (Scope 3) Reduction Claiming Right Transfer Certificate detailing the SAF contribution amount, environmental properties of SAF, and projected CO_2 reduction, and for contributors to claim reductions transparently, detailed reports with additional supporting documentation, backed by third-party auditing to verify the environmental impact. Our voluntary carbon offset platform – CO2mission was launched on August 1, 2022. Through CO2mission, passengers can calculate the carbon footprint of their flights and offset the carbon footprint by supporting various sustainable development projects. In the current process, our passengers are directing to the CO2mission web page after the booking step has been done. This allows automatically calculating CO2 emissions according to the flight data. Now, we aim to add a separate option to the CO2mission platform for our Corporate Customers. It is planned that the emissions originating from the flights of our Corporate Customers will be calculated automatically and offset via the CO2mission Platform. Additionally, to meet passenger expectations and increase our Sustainable Aviation Fuel (SAF) usage, a project was implemented to include the SAF option to the "Additional Services" offered during ticket purchase and check-in through online channels as a carbon emission reduction solution. In the first phase, this service will be available for purchase via web and mobile channels. Launched on July 1st as a pilot on the OSL route (to and from IST), the SAF Additional Service

project will gradually expand to include other international and domestic destinations in the coming weeks. The proceeds from these sales will be used to purchase SAF that will be directly uplifted onto our flights.

(5.12.6) Expected benefits

Select all that apply

☑ Other, please specify :Reduction of customers' upstream value chain emissions (customer scope 3)

(5.12.7) Estimated timeframe for realization of benefits

Select from:

☑ 0-1 year

(5.12.8) Are you able to estimate the lifetime CO2e and/or water savings of this initiative?

Select from:

☑ No

(5.12.11) Please explain

Corporate SAF Program is actively in effect, however due to the bilateral agreements between Turkish Airlines and our customers which restricts the right of making public statements about customer's contribution without customer's approval, an estimate of emissions savings cannot be given.

Row 3

(5.12.1) Requesting member

Select from:

(5.12.2) Environmental issues the initiative relates to

Select all that apply

☑ Climate change

(5.12.4) Initiative category and type

Innovation

☑ New product or service that reduces customers' operational emissions

(5.12.5) Details of initiative

Our program operates through partnership contracts where companies can choose to allocate annual contributions to the Corporate SAF Program according to their sustainability objectives. These contributions are then utilized for SAF procurement, with the annual funds sourcing and deploying ISCC certified sustainable aviation fuel in our operations. The program extends to air cargo corporate customers as well, allowing them to reduce their Scope 3 emissions by minimizing the environmental impact of their shipments and obtaining certification for these reductions. To ensure transparency and accountability, we provide comprehensive documentation based on each customer's level of participation. This includes Emissions (Scope 3) Reduction Claiming Right Transfer Certificate detailing the SAF contribution amount, environmental properties of SAF, and projected CO_2 reduction, and for contributors to claim reductions transparently, detailed reports with additional supporting documentation, backed by third-party auditing to verify the environmental impact. Our voluntary carbon offset platform – CO2mission was launched on August 1, 2022. Through CO2mission, passengers can calculate the carbon footprint of their flights and offset the carbon footprint by supporting various sustainable development projects. In the current process, our passengers are directing to the CO2mission web page after the booking step has been done. This allows automatically calculating CO2 emissions according to the flight data. Now, we aim to add a separate option to the CO2mission platform for our Corporate Customers. It is planned that the emissions originating from the flights of our Corporate Customers will be calculated automatically and offset via the CO2mission Platform. Additionally, to meet passenger expectations and increase our Sustainable Aviation Fuel (SAF) usage, a project was implemented to include the SAF option to the "Additional Services" offered during ticket purchase and check-in through online channels as a carbon emission reduction solution. In the first phase, this service will be available for purchase via web and mobile channels. Launched on July 1st as a pilot on the OSL route (to and from IST), the SAF Additional Service project will gradually expand to include other international and domestic destinations in the coming weeks. The proceeds from these sales will be used to purchase SAF that will be directly uplifted onto our flights.

(5.12.6) Expected benefits

Select all that apply

☑ Other, please specify :Reduction of customers' upstream value chain emissions (customer scope 3)

(5.12.7) Estimated timeframe for realization of benefits

Select from:

☑ 0-1 year

(5.12.8) Are you able to estimate the lifetime CO2e and/or water savings of this initiative?

Select from:

☑ No

(5.12.11) Please explain

Corporate SAF Program is actively in effect, however due to the bilateral agreements between Turkish Airlines and our customers which restricts the right of making public statements about customer's contribution without customer's approval, an estimate of emissions savings cannot be given.

Row 4

(5.12.1) Requesting member

Select from:

(5.12.2) Environmental issues the initiative relates to

Select all that apply

☑ Climate change

(5.12.4) Initiative category and type

Innovation

☑ New product or service that reduces customers' operational emissions

(5.12.5) Details of initiative

Our program operates through partnership contracts where companies can choose to allocate annual contributions to the Corporate SAF Program according to their sustainability objectives. These contributions are then utilized for SAF procurement, with the annual funds sourcing and deploying ISCC certified sustainable aviation fuel in our operations. The program extends to air cargo corporate customers as well, allowing them to reduce their Scope 3 emissions by minimizing the environmental impact of their shipments and obtaining certification for these reductions. To ensure transparency and accountability, we provide comprehensive documentation based on each customer's level of participation. This includes Emissions (Scope 3) Reduction Claiming Right Transfer Certificate detailing the SAF

contribution amount, environmental properties of SAF, and projected CO_2 reduction, and for contributors to claim reductions transparently, detailed reports with additional supporting documentation, backed by third-party auditing to verify the environmental impact. Our voluntary carbon offset platform – CO2mission was launched on August 1, 2022. Through CO2mission, passengers can calculate the carbon footprint of their flights and offset the carbon footprint by supporting various sustainable development projects. In the current process, our passengers are directing to the CO2mission web page after the booking step has been done. This allows automatically calculating CO2 emissions according to the flight data. Now, we aim to add a separate option to the CO2mission platform for our Corporate Customers. It is planned that the emissions originating from the flights of our Corporate Customers will be calculated automatically and offset via the CO2mission Platform. Additionally, to meet passenger expectations and increase our Sustainable Aviation Fuel (SAF) usage, a project was implemented to include the SAF option to the "Additional Services" offered during ticket purchase and check-in through online channels as a carbon emission reduction solution. In the first phase, this service will be available for purchase via web and mobile channels. Launched on July 1st as a pilot on the OSL route (to and from IST), the SAF Additional Service project will gradually expand to include other international and domestic destinations in the coming weeks. The proceeds from these sales will be used to purchase SAF that will be directly uplifted onto our flights.

(5.12.6) Expected benefits

Select all that apply

☑ Other, please specify :Reduction of customers' upstream value chain emissions (customer scope 3)

(5.12.7) Estimated timeframe for realization of benefits

Select from:

☑ 0-1 year

(5.12.8) Are you able to estimate the lifetime CO2e and/or water savings of this initiative?

Select from:

☑ No

(5.12.11) Please explain

Corporate SAF Program is actively in effect, however due to the bilateral agreements between Turkish Airlines and our customers which restricts the right of making public statements about customer's contribution without customer's approval, an estimate of emissions savings cannot be given.
[Add row]

(5.13) Has your organization already implemented any mutually beneficial environmental initiatives due to CDP Supply Chain member engagement?

	Environmental initiatives implemented due to CDP Supply Chain member engagement	Primary reason for not implementing environmental initiatives	Explain why your organization has not implemented any environmental initiatives
	Select from: ☑ No, but we plan to within the next two years	*Select from:* ☑ No standardized procedure	*No standardized procedure*

[Fixed row]

C6. Environmental Performance - Consolidation Approach

(6.1) Provide details on your chosen consolidation approach for the calculation of environmental performance data.

Climate change

(6.1.1) Consolidation approach used

Select from:

☑ Operational control

(6.1.2) Provide the rationale for the choice of consolidation approach

Due to the unique nature of the aviation industry's fleet management practices, aircraft acquisition methods, and varied leasing arrangements, Turkish Airlines has adopted the operational control approach for consolidating greenhouse gas emissions. Given that the core activities of an airline are overwhelmingly operational, the financial control approach would not accurately reflect our emissions data.

Water

(6.1.1) Consolidation approach used

Select from:

☑ Operational control

(6.1.2) Provide the rationale for the choice of consolidation approach

Since Turkish Airlines already consolidates GHG emissions using the operational control approach, applying the same method to water consumption impacts would ensure consistency and provide stronger oversight of operational practices.

Plastics

(6.1.1) Consolidation approach used

Select from:

☑ Operational control

(6.1.2) Provide the rationale for the choice of consolidation approach

Since Turkish Airlines already consolidates GHG emissions using the operational control approach, applying the same method to plastics and biodiversity impacts would ensure consistency and provide stronger oversight of operational practices.

Biodiversity

(6.1.1) Consolidation approach used

Select from:

☑ Operational control

(6.1.2) Provide the rationale for the choice of consolidation approach

Since Turkish Airlines already consolidates GHG emissions using the operational control approach, applying the same method to plastics and biodiversity impacts would ensure consistency and provide stronger oversight of operational practices.
[Fixed row]

C7. Environmental performance - Climate Change

(7.1) Is this your first year of reporting emissions data to CDP?

Select from:

☑ No

(7.1.1) Has your organization undergone any structural changes in the reporting year, or are any previous structural changes being accounted for in this disclosure of emissions data?

	Has there been a structural change?
	Select all that apply ☑ No

[Fixed row]

(7.1.2) Has your emissions accounting methodology, boundary, and/or reporting year definition changed in the reporting year?

(7.1.2.1) Change(s) in methodology, boundary, and/or reporting year definition?

Select all that apply

☑ Yes, a change in methodology

☑ Yes, a change in boundary

(7.1.2.2) Details of methodology, boundary, and/or reporting year definition change(s)

In 2024 Turkish Airlines shifted its consolidation basis from the financial-control approach to the operational-control approach, expanding the organisational boundary to cover 100% of emissions from all operations under the airline's direct operational control. With this change, the organisational boundary was also expanded to include the Adana, Bodrum and Antalya locations.
[Fixed row]

(7.1.3) Have your organization's base year emissions and past years' emissions been recalculated as a result of any changes or errors reported in 7.1.1 and/or 7.1.2?

(7.1.3.1) Base year recalculation

Select from:
☑ Yes

(7.1.3.2) Scope(s) recalculated

Select all that apply
☑ Scope 1
☑ Scope 2, location-based
☑ Scope 2, market-based
☑ Scope 3

(7.1.3.3) Base year emissions recalculation policy, including significance threshold

In 2025, the GHG consolidation approach has been changed as "operational control" and all subsidiaries and associated have been included in GHG organization boundary. This has triggered the significant threshold for base year calculation and the base year of the company had been changed to 2024.

(7.1.3.4) Past years' recalculation

Select from:

☑ No
[Fixed row]

(7.2) Select the name of the standard, protocol, or methodology you have used to collect activity data and calculate emissions.

Select all that apply
☑ The Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard (Revised Edition)
☑ The Greenhouse Gas Protocol: Scope 2 Guidance
☑ The Greenhouse Gas Protocol: Corporate Value Chain (Scope 3) Standard

(7.3) Describe your organization's approach to reporting Scope 2 emissions.

	Scope 2, location-based	Scope 2, market-based	Comment
	Select from: ☑ We are reporting a Scope 2, location-based figure	*Select from:* ☑ We are reporting a Scope 2, market-based figure	-

[Fixed row]

(7.4) Are there any sources (e.g. facilities, specific GHGs, activities, geographies, etc.) of Scope 1, Scope 2 or Scope 3 emissions that are within your selected reporting boundary which are not included in your disclosure?

Select from:
☑ No

(7.5) Provide your base year and base year emissions.

Scope 1

(7.5.1) Base year end

12/31/2024

(7.5.2) Base year emissions (metric tons CO2e)

22602053

(7.5.3) Methodological details

Direct GHG emissions occur from sources that are owned or controlled by Turkish Airlines, including its subsidiaries' Scope 1 emissions fully consolidated.

Scope 2 (location-based)

(7.5.1) Base year end

12/31/2024

(7.5.2) Base year emissions (metric tons CO2e)

112319.64

(7.5.3) Methodological details

Scope 2 accounts for GHG emissions from the generation of purchased electricity, heat&cooling consumed by Turkish Airlines, including its subsidiaries' Scope 1 emissions fully consolidated. Location based approach is based on Türkiye's grid emission factor reported by the ministry.

Scope 2 (market-based)

(7.5.1) Base year end

12/31/2024

(7.5.2) Base year emissions (metric tons CO2e)

104752.15

(7.5.3) Methodological details

Scope 2 accounts for GHG emissions from the generation of purchased electricity, heat&cooling consumed by Turkish Airlines, including its subsidiaries' Scope 1 emissions fully consolidated. Market based approach is calculated by deducting emission from purchased renewable electricity certificates from location based figure.

Scope 3 category 1: Purchased goods and services

(7.5.1) Base year end

12/31/2024

(7.5.2) Base year emissions (metric tons CO2e)

25676.33

(7.5.3) Methodological details

This category includes all upstream (i.e., cradle-to-gate) emissions from the production of products purchased or acquired by Turkish Airlines in 2024. Products include both goods (tangible products) and services (intangible products). This category includes emissions from all purchased goods and services not otherwise included in the other categories of upstream scope 3 emissions (i.e., category 2 through category 8).

Scope 3 category 2: Capital goods

(7.5.1) Base year end

12/31/2024

(7.5.2) Base year emissions (metric tons CO2e)

10420.37

(7.5.3) Methodological details

This category includes all upstream (i.e., cradle-to-gate) emissions from the production of capital goods purchased or acquired by Turkish Airlines in 2024.

Scope 3 category 3: Fuel-and-energy-related activities (not included in Scope 1 or 2)

(7.5.1) Base year end

12/31/2024

(7.5.2) Base year emissions (metric tons CO2e)

4415041.64

(7.5.3) Methodological details

This category includes emissions related to the production of fuels and energy purchased and consumed by Turkish Airlines in 2024 that are not included in scope 1 or scope 2.

Scope 3 category 4: Upstream transportation and distribution

(7.5.1) Base year end

12/31/2024

(7.5.2) Base year emissions (metric tons CO2e)

461.52

(7.5.3) Methodological details

This category includes emissions from the transportation and distribution of products (excluding fuel and energy products) purchased or acquired by Turkish Airlines in the reporting year in vehicles and facilities not owned or operated by the reporting company, as well as other transportation and distribution services purchased by Turkish Airlines in the reporting year (including both inbound and outbound logistics).

Scope 3 category 5: Waste generated in operations

(7.5.1) Base year end

12/31/2024

(7.5.2) Base year emissions (metric tons CO2e)

1536.11

(7.5.3) Methodological details

This category includes emissions from third-party disposal and treatment of waste that is generated in owned or controlled operations of Turkish Airlines in 2024.

Scope 3 category 6: Business travel

(7.5.1) Base year end

12/31/2024

(7.5.2) Base year emissions (metric tons CO2e)

56883.75

(7.5.3) Methodological details

This category includes emissions from the transportation of employees for business-related activities in vehicles owned or operated by third parties. Additionally, emissions resulting from employee hotel stays during business trips are also accounted for under this category,

Scope 3 category 7: Employee commuting

(7.5.1) Base year end

12/31/2024

(7.5.2) Base year emissions (metric tons CO2e)

59482.24

(7.5.3) Methodological details

This category includes emissions from the transportation of employees between their homes and their worksites.

Scope 3 category 8: Upstream leased assets

(7.5.1) Base year end

12/31/2024

(7.5.3) Methodological details

NA

Scope 3 category 9: Downstream transportation and distribution

(7.5.1) Base year end

12/31/2024

(7.5.3) Methodological details

NA

Scope 3 category 10: Processing of sold products

(7.5.1) Base year end

12/31/2024

(7.5.3) Methodological details

NA

Scope 3 category 11: Use of sold products

(7.5.1) Base year end

12/31/2024

(7.5.3) Methodological details

NA

Scope 3 category 12: End of life treatment of sold products

(7.5.1) Base year end

12/31/2024

(7.5.3) Methodological details

NA

Scope 3 category 13: Downstream leased assets

(7.5.1) Base year end

12/31/2024

(7.5.3) Methodological details

NA

Scope 3 category 14: Franchises

(7.5.1) Base year end

12/31/2024

(7.5.3) Methodological details

NA

Scope 3 category 15: Investments

(7.5.1) Base year end

12/31/2024

(7.5.2) Base year emissions (metric tons CO2e)

3949291.25

(7.5.3) Methodological details

This category captures emissions from investee companies where our ownership interest is below 50%, and where we do not have operational control. Such emissions, arising from entities supported through business processes or included in our investment portfolio, are excluded from Scope 1 and Scope 2. In alignment with the GHG Protocol Corporate Value Chain (Scope 3) Standard and CDP disclosure requirements, these are reported under Scope 3, Category 15 (Investments).

Scope 3: Other (upstream)

(7.5.1) Base year end

12/31/2024

(7.5.3) Methodological details

NA

Scope 3: Other (downstream)

(7.5.1) Base year end

12/31/2024

(7.5.3) Methodological details

NA
[Fixed row]

(7.6) What were your organization’s gross global Scope 1 emissions in metric tons CO2e?

Reporting year

(7.6.1) Gross global Scope 1 emissions (metric tons CO2e)

22602053

(7.6.3) Methodological details

Scope 1 emissions are GHG emissions occur from sources that are owned or controlled byTurkish Airlines. Activity data are obtained from relevant departments. Emissions are calculated using the following data: • Natural gas consumed in boilers as a result of stationary combustion, • Diesel fuel consumed in generators at the end of the calculation period, • JET A1 fuel consumed, • Refrigerant filled and the gas capacity of the equipment, and • Diesel and gasoline consumed in vehicles as a result of mobile combustion. Scope 1 calculations are based on national and international sources such as the Energy Market Regulatory Authority (EPDK) Türkiye Fuel Monitoring System Report, the IPCC 2006 Guidelines, and the values used in calculations under the Regulation on Monitoring and Reporting of Greenhouse Gas Emissions. No missing data were identified during the calculation period. If any data were missing, a conservative estimation method based on historical averages would be applied. No rounding is applied to consumption data.
[Fixed row]

(7.7) What were your organization’s gross global Scope 2 emissions in metric tons CO2e?

Reporting year

(7.7.1) Gross global Scope 2, location-based emissions (metric tons CO2e)

112319.64

(7.7.2) Gross global Scope 2, market-based emissions (metric tons CO2e)

104752.15

(7.7.4) Methodological details

Scope 2 accounts for GHG emissions from the generation of purchased electricity, heat&cooling consumed by Turkish Airlines, including its subsidiaries' Scope 1 emissions fully consolidated. Location-based Approach: Electricity consumption data are obtained from invoices.The grid emission factor provided in the Electricity Production and Electricity Consumption Point Emission Factors Information Sheet published by Türkiye's Ministry of Energy and Natural Resources is used for the Turkish electricity grid. For the time constant in GPU (diesel) and 400 Hz calculations, the ICAO Airport Air Quality Manual is used; for the diesel GPU emission factor, the Zurich Airport Aircraft Ground Energy Systems document is used; and for ACU and ASU, emission factors derived from TGS emission data are used. Market-based Approach: Purchased Renewable Energy Certificates (YEK-G, I-REC, etc.) are taken into account. The emissions corresponding to these certificates are subtracted from location based emissions to calculate the net value.
[Fixed row]

(7.8) Account for your organization's gross global Scope 3 emissions, disclosing and explaining any exclusions.

Purchased goods and services

(7.8.1) Evaluation status

Select from:
☑ Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

25676.33

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Average data method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

0

(7.8.5) Please explain

Turkish Airlines calculates emissions from goods and services by collecting data on the mass (e.g., kilograms or pounds) or other relevant units of the goods or services purchased. This data is then multiplied by the relevant secondary emission factors, to calculate the associated emissions.

Capital goods

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

10420.37

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Hybrid method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

100

(7.8.5) Please explain

Turkish Airlines used a hybrid method to calculate capital goods emissions by combining supplier-specific data with secondary data. This approach involved collecting Scope 1 and Scope 2 emissions from suppliers, along with data on materials, fuel, electricity, transportation, and waste from the production process. The collected data was then used with relevant emission factors to estimate total emissions. This method provided a more accurate assessment of capital goods emissions while addressing data gaps.

Fuel-and-energy-related activities (not included in Scope 1 or 2)

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

4415041.64

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Average data method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

0

(7.8.5) Please explain

Turkish Airlines calculates emissions from Fuel-and-energy-related activities by collecting data on the mass (e.g., kilograms or pounds) or other relevant units. This data is then multiplied by the relevant secondary emission factors, to calculate the associated emissions.

Upstream transportation and distribution

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

461.52

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Distance-based method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

0

(7.8.5) Please explain

Turkish Airlines used the distance-based method to estimate emissions from transportation. This method involves determining the distance traveled and the mode of transportation used for each trip, then applying the appropriate emission factor based on the specific mode of transport.

Waste generated in operations

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

1536.11

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Average data method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

0

(7.8.5) Please explain

Turkish Airlines used the average-data method to estimate emissions from waste. This approach involves calculating emissions based on the total waste sent to each disposal method (e.g., landfill) and applying average emission factors specific to each method.

Business travel

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

56869.04

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Hybrid method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

0

(7.8.5) Please explain

This category covers emissions associated with business travel undertaken by employees. Within our company, two primary approaches are considered: 1. Hotel Stays: Emissions generated from employees' accommodation during business trips are calculated and reported under this category. These emissions are based on the number of nights stayed and the emission factors provided for hotel services. 2. Flights with Other Airlines: In addition to our own operations, emissions arising from duty flights performed through agreements with other airlines are also included. By adopting this dual approach, we ensure that all significant sources of business travel–related emissions, By adopting this dual approach, we ensure that all significant sources of business travel–related emissions, whether from hotel stays or flights conducted via partner airlines, are comprehensively captured and reported.

Employee commuting

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

59482.24

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Hybrid method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

0

(7.8.5) Please explain

Turkish Airlines used the distance-based method to estimate emissions from employee commuting. This approach involves collecting data from employees on their commuting patterns, such as the distance traveled and the mode of transportation used, and then applying the appropriate emission factors for each mode. For the calculation of home-working related emissions, activity data on electricity consumption per hour of computer use was collected from the equipment manufacturer. This activity data was multiplied by the corresponding emission factor to estimate emissions. In addition, for residential heating, the natural gas emission factor applied

was sourced from Anthesis Group's remote working methodology. The calculation approach follows the GHG Protocol principle of combining activity data with appropriate emission factors to derive total emissions.

Upstream leased assets

(7.8.1) Evaluation status

Select from:
☑ Not relevant, explanation provided

(7.8.5) Please explain

We do not have any upstream leased assets, so this category is not relevant to our organization.

Downstream transportation and distribution

(7.8.1) Evaluation status

Select from:
☑ Not relevant, explanation provided

(7.8.5) Please explain

We do not have any downstream transportation and distribution, so this category is not relevant to our organization.

Processing of sold products

(7.8.1) Evaluation status

Select from:
☑ Not relevant, explanation provided

(7.8.5) Please explain

We do not have any sold products, so this category is not relevant to our organization.

Use of sold products

(7.8.1) Evaluation status

Select from:
☑ Not relevant, explanation provided

(7.8.5) Please explain

We do not have any sold products, so this category is not relevant to our organization.

End of life treatment of sold products

(7.8.1) Evaluation status

Select from:
☑ Not relevant, explanation provided

(7.8.5) Please explain

We do not have any sold products, so this category is not relevant to our organization.

Downstream leased assets

(7.8.1) Evaluation status

Select from:
☑ Not relevant, explanation provided

(7.8.5) Please explain

We do not have any downstream leased assets, so this category is not relevant to our organization.

Franchises

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

We do not have any franchises, so this category is not relevant to our organization.

Investments

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

3348945.26

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Investment-specific method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

100

(7.8.5) Please explain

This category includes scope 3 emissions associated with Turkish Airline's investments in 2024, not already included in scope 1 or scope 2. Turkish airlines' scope 3 emissions from investments are the scope 1 and scope 2 emissions of its associates and fixed assets investments. Under the operational control approach, the company is responsible for 100% of the emissions arising from operations over which it or one of its subsidiaries has operational control. In this context, emissions from subsidiaries have been fully consolidated and distributed across Scope 1 and Scope 2. Emissions from joint ventures are assessed under Scope 3 Investments. Proportional emissions from equity investments have been allocated to Turkish Airlines based on the its proportional share of equity in the associates and fixed assets investments.

Other (upstream)

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

We do not have any other upstream activities, so this category is not relevant to our organization.

Other (downstream)

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

We do not have any other downstream activities, so this category is not relevant to our organization.
[Fixed row]

(7.9) Indicate the verification/assurance status that applies to your reported emissions.

	Verification/assurance status
Scope 1	*Select from:* ☑ Third-party verification or assurance process in place
Scope 2 (location-based or market-based)	*Select from:* ☑ Third-party verification or assurance process in place
Scope 3	*Select from:* ☑ Third-party verification or assurance process in place

[Fixed row]

(7.9.1) Provide further details of the verification/assurance undertaken for your Scope 1 emissions, and attach the relevant statements.

Row 1

(7.9.1.1) Verification or assurance cycle in place

Select from:
☑ Annual process

(7.9.1.2) Status in the current reporting year

Select from:
☑ Complete

(7.9.1.3) Type of verification or assurance

Select from:
☑ Reasonable assurance

(7.9.1.4) Attach the statement

THY_verification_statement.pdf

(7.9.1.5) Page/section reference

Emission figures are at page 4.

(7.9.1.6) Relevant standard

Select from:
☑ ISO14064-3

(7.9.1.7) Proportion of reported emissions verified (%)

100
[Add row]

(7.9.2) Provide further details of the verification/assurance undertaken for your Scope 2 emissions and attach the relevant statements.

Row 1

(7.9.2.1) Scope 2 approach

Select from:
☑ Scope 2 location-based

(7.9.2.2) Verification or assurance cycle in place

Select from:

☑ Annual process

(7.9.2.3) Status in the current reporting year

Select from:

☑ Complete

(7.9.2.4) Type of verification or assurance

Select from:

☑ Reasonable assurance

(7.9.2.5) Attach the statement

THY_verification_statement.pdf

(7.9.2.6) Page/ section reference

Emission figures are at page 4.

(7.9.2.7) Relevant standard

Select from:

☑ ISO14064-3

(7.9.2.8) Proportion of reported emissions verified (%)

100

Row 2

(7.9.2.1) Scope 2 approach

Select from:

☑ Scope 2 market-based

(7.9.2.2) Verification or assurance cycle in place

Select from:

☑ Annual process

(7.9.2.3) Status in the current reporting year

Select from:

☑ Complete

(7.9.2.4) Type of verification or assurance

Select from:

☑ Reasonable assurance

(7.9.2.5) Attach the statement

THY_verification_statement.pdf

(7.9.2.6) Page/ section reference

Emission figures are at page 4.

(7.9.2.7) Relevant standard

Select from:

☑ ISO14064-3

(7.9.2.8) Proportion of reported emissions verified (%)

100

[Add row]

(7.9.3) Provide further details of the verification/assurance undertaken for your Scope 3 emissions and attach the relevant statements.

Row 1

(7.9.3.1) Scope 3 category

Select all that apply

☑ Scope 3: Investments
☑ Scope 3: Capital goods
☑ Scope 3: Business travel
☑ Scope 3: Employee commuting
☑ Scope 3: Purchased goods and services
☑ Scope 3: Waste generated in operations
☑ Scope 3: Upstream transportation and distribution
☑ Scope 3: Fuel and energy-related activities (not included in Scopes 1 or 2)

(7.9.3.2) Verification or assurance cycle in place

Select from:

☑ Annual process

(7.9.3.3) Status in the current reporting year

Select from:

☑ Complete

(7.9.3.4) Type of verification or assurance

Select from:

☑ Reasonable assurance

(7.9.3.5) Attach the statement

THY_verification_statement.pdf

(7.9.3.6) Page/section reference

Emission figures are at page 4.

(7.9.3.7) Relevant standard

Select from:
☑ ISO14064-3

(7.9.3.8) Proportion of reported emissions verified (%)

100
[Add row]

(7.10) How do your gross global emissions (Scope 1 and 2 combined) for the reporting year compare to those of the previous reporting year?

Select from:
☑ Increased

(7.10.1) Identify the reasons for any change in your gross global emissions (Scope 1 and 2 combined), and for each of them specify how your emissions compare to the previous year.

Change in renewable energy consumption

(7.10.1.1) Change in emissions (metric tons CO2e)

571.57

(7.10.1.2) Direction of change in emissions

Select from:

☑ Decreased

(7.10.1.3) Emissions value (percentage)

0.003

(7.10.1.4) Please explain calculation

*THY increased its use of renewable energy by acquiring 500,000 MWh of I-REC in 2024. As a result, Scope 2 CO_2 emissions were reduced by 221,000.00 tCO_2e compared to the location-based calculation for the same year. This reduction is greater than in 2023, when the difference between location-based and market-based Scope 2 emissions. The change in renewable energy consumption between 2023 and 2024 corresponds to 571.57 tCO_2e, representing the additional avoided emissions achieved through increased I-REC usage. Given that the gross global Scope 1 & 2 emissions in 2023 were 21,010,731.16 tCO_2e, this change represents an 0.003% decrease, calculated as: -(571.57/21,010,731.16)*100=0.003%*

Other emissions reduction activities

(7.10.1.1) Change in emissions (metric tons CO2e)

223052.79

(7.10.1.2) Direction of change in emissions

Select from:

☑ Decreased

(7.10.1.3) Emissions value (percentage)

1.06

(7.10.1.4) Please explain calculation

Other emission reduction initiatives resulted in a decrease of 223,052.79 tons CO2e due to energy efficiency projects and initiatives conducted in 2024. Given that the gross global Scope 1 & 2 emissions in 2023 were 21,010,731.16tCO_2e, this change represents an 11% decrease, calculated as:: (-223,052.79/21,010,731.16)x100= -1.06%

Change in methodology

(7.10.1.1) Change in emissions (metric tons CO2e)

1919698.35

(7.10.1.2) Direction of change in emissions

Select from:

☑ Increased

(7.10.1.3) Emissions value (percentage)

9

(7.10.1.4) Please explain calculation

In 2024 Turkish Airlines shifted its consolidation basis from the financial-control approach to the operational-control approach, expanding the organisational boundary to cover 100% of emissions from all operations under the airline's direct operational control. With this change, the organisational boundary was also expanded to include the Adana, Bodrum and Antalya locations. This change led a increase in combined Scope 1 & Scope 2 emissions about 1,919,698.35 tCO2e. Therefore emissions value increased about 9%. (1,919,698.35/21,010,731.16)x100)=9%
[Fixed row]

(7.10.2) Are your emissions performance calculations in 7.10 and 7.10.1 based on a location-based Scope 2 emissions figure or a market-based Scope 2 emissions figure?

Select from:

☑ Market-based

(7.12) Are carbon dioxide emissions from biogenic carbon relevant to your organization?

Select from:

☑ Yes

(7.12.1) Provide the emissions from biogenic carbon relevant to your organization in metric tons CO2.

	CO2 emissions from biogenic carbon (metric tons CO2)	Comment
	1063.97	-

[Fixed row]

(7.15) Does your organization break down its Scope 1 emissions by greenhouse gas type?

Select from:

☑ Yes

(7.15.1) Break down your total gross global Scope 1 emissions by greenhouse gas type and provide the source of each used global warming potential (GWP).

Row 1

(7.15.1.1) Greenhouse gas

Select from:

☑ CO2

(7.15.1.2) Scope 1 emissions (metric tons of CO2e)

22427324.06

(7.15.1.3) GWP Reference

Select from:

☑ IPCC Sixth Assessment Report (AR6 - 100 year)

Row 2

(7.15.1.1) Greenhouse gas

Select from:
☑ CH4

(7.15.1.2) Scope 1 emissions (metric tons of CO2e)

4672.02

(7.15.1.3) GWP Reference

Select from:
☑ IPCC Sixth Assessment Report (AR6 - 100 year)

Row 3

(7.15.1.1) Greenhouse gas

Select from:
☑ N2O

(7.15.1.2) Scope 1 emissions (metric tons of CO2e)

171068.36

(7.15.1.3) GWP Reference

Select from:
☑ IPCC Sixth Assessment Report (AR6 - 100 year)

Row 4

(7.15.1.1) Greenhouse gas

Select from:

☑ SF6

(7.15.1.2) Scope 1 emissions (metric tons of CO2e)

10.07

(7.15.1.3) GWP Reference

Select from:

☑ IPCC Sixth Assessment Report (AR6 - 100 year)

[Add row]

(7.16) Break down your total gross global Scope 1 and 2 emissions by country/area.

	Scope 1 emissions (metric tons CO2e)	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
Turkey	*22602053*	*112319.64*	*104752.15*

[Fixed row]

(7.17) Indicate which gross global Scope 1 emissions breakdowns you are able to provide.

Select all that apply

☑ By business division

☑ By facility
☑ By activity

(7.17.1) Break down your total gross global Scope 1 emissions by business division.

	Business division	Scope 1 emissions (metric ton CO2e)
Row 1	*Flights*	*21187716.71*
Row 2	*Ground Operations (On Road&Off Road Vehicles)*	*1785.37*
Row 3	*Offices (headquarters, sales offices, training center, cargo facilities, terminal offices)*	*14418*
Row 4	*Subsidiaries*	*1398132.91*

[Add row]

(7.17.2) Break down your total gross global Scope 1 emissions by business facility.

Row 1

(7.17.2.1) Facility

Ankara

(7.17.2.2) Scope 1 emissions (metric tons CO2e)

76.89

(7.17.2.3) Latitude

40.124

(7.17.2.4) Longitude

32.9992

Row 2

(7.17.2.1) Facility

Istanbul (Including Scope 1 GHG emissions from Aircrafts and Headquarters)

(7.17.2.2) Scope 1 emissions (metric tons CO2e)

21203806.59

(7.17.2.3) Latitude

41.263844

(7.17.2.4) Longitude

28.705559

Row 3

(7.17.2.1) Facility

Izmir

(7.17.2.2) Scope 1 emissions (metric tons CO2e)

20.55

(7.17.2.3) Latitude

38.2924

(7.17.2.4) Longitude

27.157

Row 4

(7.17.2.1) Facility

Subsidiaries

(7.17.2.2) Scope 1 emissions (metric tons CO2e)

1398132.91

(7.17.2.3) Latitude

41.263844

(7.17.2.4) Longitude

28.705559

Row 5

(7.17.2.1) Facility

Adana

(7.17.2.2) Scope 1 emissions (metric tons CO2e)

0.01

(7.17.2.3) Latitude

36.9822

(7.17.2.4) Longitude

35.2804

Row 6

(7.17.2.1) Facility

Bodrum

(7.17.2.2) Scope 1 emissions (metric tons CO2e)

1.04

(7.17.2.3) Latitude

37.2506

(7.17.2.4) Longitude

27.6637

Row 7

(7.17.2.1) Facility

Antalya

(7.17.2.2) Scope 1 emissions (metric tons CO2e)

15

(7.17.2.3) Latitude

36.9003

(7.17.2.4) Longitude

30.7928
[Add row]

(7.17.3) Break down your total gross global Scope 1 emissions by business activity.

	Activity	Scope 1 emissions (metric tons CO2e)
Row 1	*Mobile combustion (Aircraft fuel, on & off road vehicles)*	*22555452.46*
Row 2	*Stationary combustion (Heating, generators, and others)*	*40781.51*
Row 3	*Fugitive emissions (Refrigerator, chiller, current breaker,air conditioning, cold chambers, fire extinguishers)*	*5819.036*

[Add row]

(7.19) Break down your organization’s total gross global Scope 1 emissions by sector production activity in metric tons CO2e.

	Gross Scope 1 emissions, metric tons CO2e	Comment
Transport services activities	*22555452.46*	-

[Fixed row]

(7.20) Indicate which gross global Scope 2 emissions breakdowns you are able to provide.

Select all that apply

☑ By business division

☑ By facility

☑ By activity

(7.20.1) Break down your total gross global Scope 2 emissions by business division.

	Business division	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
Row 1	*GPU (Ground Power Unit) & 400 Hz*	*4371.56*	*4371.56*
Row 2	*Offices (sales locations, technical units, training centers, warehouse)*	*107948.08*	*100380.59*

[Add row]

(7.20.2) Break down your total gross global Scope 2 emissions by business facility.

Row 1

(7.20.2.1) Facility

Istanbul

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

65807.2

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

60243.45

Row 2

(7.20.2.1) Facility

Izmir

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

296.39

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

296.39

Row 3

(7.20.2.1) Facility

Ankara

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

501.09

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

501.09

Row 4

(7.20.2.1) Facility

Adana

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

11.28

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

11.28

Row 5

(7.20.2.1) Facility

Bodrum

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

86.12

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

86.12

Row 6

(7.20.2.1) Facility

Antalya

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

256.25

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

256.25

Row 7

(7.20.2.1) Facility

Subsidiaries

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

43357.57

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

43357.57
[Add row]

(7.20.3) Break down your total gross global Scope 2 emissions by business activity.

Row 1

(7.20.3.1) Activity

Electricity consumption

(7.20.3.2) Scope 2, location-based (metric tons CO2e)

59203.77

(7.20.3.3) Scope 2, market-based (metric tons CO2e)

51694.37

Row 2

(7.20.3.1) Activity

Ground Power Unit (GPU) Usage (InternCentral heating with natural gas

(7.20.3.2) Scope 2, location-based (metric tons CO2e)

0

(7.20.3.3) Scope 2, market-based (metric tons CO2e)

0

Row 3

(7.20.3.1) Activity

400 Hz Consumption (Domestic)

(7.20.3.2) Scope 2, location-based (metric tons CO2e)

320.5

(7.20.3.3) Scope 2, market-based (metric tons CO2e)

320.5

Row 4

(7.20.3.1) Activity

400 Hz Consumption (International)

(7.20.3.2) Scope 2, location-based (metric tons CO2e)

249.6

(7.20.3.3) Scope 2, market-based (metric tons CO2e)

249.6

Row 5

(7.20.3.1) Activity

GPU Usage (Domestic)

(7.20.3.2) Scope 2, location-based (metric tons CO2e)

3536.77

(7.20.3.3) Scope 2, market-based (metric tons CO2e)

3536.77

Row 6

(7.20.3.1) Activity

GPU Usage (International)

(7.20.3.2) Scope 2, location-based (metric tons CO2e)

264.69

(7.20.3.3) Scope 2, market-based (metric tons CO2e)

264.69

Row 7

(7.20.3.1) Activity

Electricity Consumption for Heating/Cooling

(7.20.3.2) Scope 2, location-based (metric tons CO2e)

3091.41

(7.20.3.3) Scope 2, market-based (metric tons CO2e)

3091.41

Row 8

(7.20.3.1) Activity

Subsidaries

(7.20.3.2) Scope 2, location-based (metric tons CO2e)

45357.57

(7.20.3.3) Scope 2, market-based (metric tons CO2e)

45357.57
[Add row]

(7.21) Break down your organization’s total gross global Scope 2 emissions by sector production activity in metric tons CO2e.

	Scope 2, location-based, metric tons CO2e	Scope 2, market-based (if applicable), metric tons CO2e	Comment
Transport services activities	*112319.64*	*104752.15*	-

[Fixed row]

(7.22) Break down your gross Scope 1 and Scope 2 emissions between your consolidated accounting group and other entities included in your response.

Consolidated accounting group

(7.22.1) Scope 1 emissions (metric tons CO2e)

22603116.97

(7.22.2) Scope 2, location-based emissions (metric tons CO2e)

112319.64

(7.22.3) Scope 2, market-based emissions (metric tons CO2e)

104752.15

(7.22.4) Please explain

The consolidated financial group of Türk Hava Yolları Anonim Ortaklığı (the “Company”) and its subsidiaries (together the “Group”) as of 31 December 2024 consists of all subsidiaries. The emission figures provided represent the Group's consolidated emissions, reflecting the total emissions from all subsidiaries included in the consolidated financial group.

All other entities

(7.22.1) Scope 1 emissions (metric tons CO2e)

0

(7.22.2) Scope 2, location-based emissions (metric tons CO2e)

0

(7.22.3) Scope 2, market-based emissions (metric tons CO2e)

0

(7.22.4) Please explain

According to Turkish Airlines' GHG consolidation approach, entities in which the company holds equity but are not consolidated into the financial accounting group are categorized under Scope 3, Category 15 (Investments). Consequently, emissions from these entities (associates) are excluded from Scope 1 and 2 emissions reporting. This approach ensures that only emissions from fully controlled or consolidated entities(subsidiaries) are included in Scope 1 and 2, while emissions from equity holdings in associates are reported under Scope 3.
[Fixed row]

(7.23) Is your organization able to break down your emissions data for any of the subsidiaries included in your CDP response?

Select from:
☑ Yes

(7.23.1) Break down your gross Scope 1 and Scope 2 emissions by subsidiary.

Row 1

(7.23.1.1) Subsidiary name

THY Teknik A.Ş. (Turkish Technic)

(7.23.1.2) Primary activity

Select from:

☑ Engineering services

(7.23.1.3) Select the unique identifier you are able to provide for this subsidiary

Select all that apply

☑ D-U-N-S number

☑ Other unique identifier, please specify :TSN

(7.23.1.10) D-U-N-S number

56-558-86

(7.23.1.11) Other unique identifier

589667-0

(7.23.1.12) Scope 1 emissions (metric tons CO2e)

35682.45

(7.23.1.13) Scope 2, location-based emissions (metric tons CO2e)

42926

(7.23.1.14) Scope 2, market-based emissions (metric tons CO2e)

42926

(7.23.1.15) Comment

-

Row 2

(7.23.1.1) Subsidiary name

THY Uçuş Eğitim ve Havalimanı İşletme A.Ş. (Turkish Airlines Flight Academy) (TAFA)

(7.23.1.2) Primary activity

Select from:

☑ Education services

(7.23.1.3) Select the unique identifier you are able to provide for this subsidiary

Select all that apply

☑ Other unique identifier, please specify :TSN

(7.23.1.11) Other unique identifier

19010-EFELER

(7.23.1.12) Scope 1 emissions (metric tons CO2e)

3446.1

(7.23.1.13) Scope 2, location-based emissions (metric tons CO2e)

501.96

(7.23.1.14) Scope 2, market-based emissions (metric tons CO2e)

501.96

(7.23.1.15) Comment

-

Row 3

(7.23.1.1) Subsidiary name

THY Teknoloji ve Bilişim A.Ş.

(7.23.1.2) Primary activity

Select from:
☑ IT services

(7.23.1.3) Select the unique identifier you are able to provide for this subsidiary

Select all that apply
☑ Other unique identifier, please specify :TSN

(7.23.1.11) Other unique identifier

280811-5

(7.23.1.12) Scope 1 emissions (metric tons CO2e)

136.62

(7.23.1.13) Scope 2, location-based emissions (metric tons CO2e)

985.81

(7.23.1.14) Scope 2, market-based emissions (metric tons CO2e)

985.81

(7.23.1.15) Comment

-

Row 4

(7.23.1.1) Subsidiary name

THY Destek Hizmetleri A.Ş.

(7.23.1.2) Primary activity

Select from:
☑ Transportation support services

(7.23.1.3) Select the unique identifier you are able to provide for this subsidiary

Select all that apply
☑ Other unique identifier, please specify :TSN

(7.23.1.11) Other unique identifier

447447-5

(7.23.1.12) Scope 1 emissions (metric tons CO2e)

517.44

(7.23.1.13) Scope 2, location-based emissions (metric tons CO2e)

105.38

(7.23.1.14) Scope 2, market-based emissions (metric tons CO2e)

105.38

(7.23.1.15) Comment

-

Row 5

(7.23.1.1) Subsidiary name

TCI Kabin İçi Sistemleri San ve Tic. A.Ş.

(7.23.1.2) Primary activity

Select from:

☑ Transportation support services

(7.23.1.3) Select the unique identifier you are able to provide for this subsidiary

Select all that apply

☑ D-U-N-S number

☑ Other unique identifier, please specify :TSN

(7.23.1.10) D-U-N-S number

505241403

(7.23.1.11) Other unique identifier

776695

(7.23.1.12) Scope 1 emissions (metric tons CO2e)

196.22

(7.23.1.13) Scope 2, location-based emissions (metric tons CO2e)

99.05

(7.23.1.14) Scope 2, market-based emissions (metric tons CO2e)

99.05

(7.23.1.15) Comment

-

Row 6

(7.23.1.1) Subsidiary name

AJET Hava Taşımacılığı A.Ş

(7.23.1.2) Primary activity

Select from:

☑ Passenger airlines

(7.23.1.3) Select the unique identifier you are able to provide for this subsidiary

Select all that apply

☑ D-U-N-S number

☑ Other unique identifier, please specify :TSN

(7.23.1.10) D-U-N-S number

751130966

(7.23.1.11) Other unique identifier

473245

(7.23.1.12) Scope 1 emissions (metric tons CO2e)

1358126.86

(7.23.1.13) Scope 2, location-based emissions (metric tons CO2e)

685.05

(7.23.1.14) Scope 2, market-based emissions (metric tons CO2e)

685.05

(7.23.1.15) Comment

-

Row 7

(7.23.1.1) Subsidiary name

THY Özel Güvenlik ve Koruma Hizmetleri A.Ş

(7.23.1.2) Primary activity

Select from:

☑ Other professional services

(7.23.1.3) Select the unique identifier you are able to provide for this subsidiary

Select all that apply

☑ Other unique identifier, please specify :TSN

(7.23.1.11) Other unique identifier

459722-5

(7.23.1.12) Scope 1 emissions (metric tons CO2e)

0

(7.23.1.13) Scope 2, location-based emissions (metric tons CO2e)

0

(7.23.1.14) Scope 2, market-based emissions (metric tons CO2e)

0

(7.23.1.15) Comment

-

Row 8

(7.23.1.1) Subsidiary name

THY Elektronik Para ve Ödeme Sistemleri A.Ş. (TKPAY)

(7.23.1.2) Primary activity

Select from:
☑ Other financial

(7.23.1.3) Select the unique identifier you are able to provide for this subsidiary

Select all that apply

☑ Other unique identifier, please specify :TSN

(7.23.1.11) Other unique identifier

475537-5

(7.23.1.12) Scope 1 emissions (metric tons CO2e)

0.79

(7.23.1.13) Scope 2, location-based emissions (metric tons CO2e)

3.91

(7.23.1.14) Scope 2, market-based emissions (metric tons CO2e)

3.91

(7.23.1.15) Comment

-

Row 9

(7.23.1.1) Subsidiary name

THY Ortak Sağlık ve Güvenlik Birimi Hizmetleri A.Ş.

(7.23.1.2) Primary activity

Select from:
☑ Other professional services

(7.23.1.3) Select the unique identifier you are able to provide for this subsidiary

Select all that apply

☑ Other unique identifier, please specify :TSN

(7.23.1.11) Other unique identifier

1027865

(7.23.1.12) Scope 1 emissions (metric tons CO2e)

0

(7.23.1.13) Scope 2, location-based emissions (metric tons CO2e)

0

(7.23.1.14) Scope 2, market-based emissions (metric tons CO2e)

0

(7.23.1.15) Comment

-

Row 10

(7.23.1.1) Subsidiary name

THY Gayrimenkul Yatırım Hizmetleri A.Ş.

(7.23.1.2) Primary activity

Select from:

☑ Real estate services

(7.23.1.3) Select the unique identifier you are able to provide for this subsidiary

Select all that apply

☑ Other unique identifier, please specify :TSN

(7.23.1.11) Other unique identifier

1030060

(7.23.1.12) Scope 1 emissions (metric tons CO2e)

0

(7.23.1.13) Scope 2, location-based emissions (metric tons CO2e)

0

(7.23.1.14) Scope 2, market-based emissions (metric tons CO2e)

0

(7.23.1.15) Comment

-

Row 11

(7.23.1.1) Subsidiary name

THY Spor A.Ş.

(7.23.1.2) Primary activity

Select from:

☑ Recreation & entertainment facilities

(7.23.1.3) Select the unique identifier you are able to provide for this subsidiary

Select all that apply

☑ Other unique identifier, please specify :TSN

(7.23.1.11) Other unique identifier

1034150

(7.23.1.12) Scope 1 emissions (metric tons CO2e)

0

(7.23.1.13) Scope 2, location-based emissions (metric tons CO2e)

0

(7.23.1.14) Scope 2, market-based emissions (metric tons CO2e)

0

(7.23.1.15) Comment

-

Row 12

(7.23.1.1) Subsidiary name

TSI Seats INC.

(7.23.1.2) Primary activity

Select from:

☑ Transportation equipment wholesale & dealing

(7.23.1.3) Select the unique identifier you are able to provide for this subsidiary

Select all that apply

☑ No unique identifier

(7.23.1.12) Scope 1 emissions (metric tons CO2e)

0

(7.23.1.13) Scope 2, location-based emissions (metric tons CO2e)

0

(7.23.1.14) Scope 2, market-based emissions (metric tons CO2e)

0

(7.23.1.15) Comment

-

Row 13

(7.23.1.1) Subsidiary name

THY Hava Kargo Taşımacılığı (widect)

(7.23.1.2) Primary activity

Select from:

☑ Air freight

(7.23.1.3) Select the unique identifier you are able to provide for this subsidiary

Select all that apply

☑ Other unique identifier, please specify :TSN

(7.23.1.11) Other unique identifier

302214-5

(7.23.1.12) Scope 1 emissions (metric tons CO2e)

26.43

(7.23.1.13) Scope 2, location-based emissions (metric tons CO2e)

49.81

(7.23.1.14) Scope 2, market-based emissions (metric tons CO2e)

49.81

(7.23.1.15) Comment

-

Row 14

(7.23.1.1) Subsidiary name

THY Hava Kargo Taşımacılığı (widect)

(7.23.1.2) Primary activity

Select from:

☑ Air freight

(7.23.1.3) Select the unique identifier you are able to provide for this subsidiary

Select all that apply

☑ Other unique identifier, please specify :TSN

(7.23.1.11) Other unique identifier

156852-5

(7.23.1.12) Scope 1 emissions (metric tons CO2e)

0

(7.23.1.13) Scope 2, location-based emissions (metric tons CO2e)

0

(7.23.1.14) Scope 2, market-based emissions (metric tons CO2e)

0

(7.23.1.15) Comment

-

[Add row]

(7.26) Allocate your emissions to your customers listed below according to the goods or services you have sold them in this reporting period.

Row 1

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 1

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation not necessary due to type of primary data available

(7.26.9) Emissions in metric tonnes of CO2e

2562.76

(7.26.10) Uncertainty (±%)

1

(7.26.11) Major sources of emissions

Consumption of Jet A1

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

The vast majority of our emissions come from aviation fuel, so we have chosen to allocate our Scope 1 emissions accordingly. While our cumulative emissions are verified, the specific allocation methodology itself has not been subject to external verification.

(7.26.14) Where published information has been used, please provide a reference

N/A

Row 2

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:
☑ Scope 1

(7.26.4) Allocation level

Select from:
☑ Company wide

(7.26.6) Allocation method

Select from:
☑ Allocation not necessary due to type of primary data available

(7.26.9) Emissions in metric tonnes of CO2e

2119.98

(7.26.10) Uncertainty (±%)

1

(7.26.11) Major sources of emissions

Consumption of Jet A1

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

The vast majority of our emissions come from aviation fuel, so we have chosen to allocate our Scope 1 emissions accordingly. While our cumulative emissions are verified, the specific allocation methodology itself has not been subject to external verification.

(7.26.14) Where published information has been used, please provide a reference

N/A

Row 3

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 1

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation not necessary due to type of primary data available

(7.26.9) Emissions in metric tonnes of CO2e

559.2

(7.26.10) Uncertainty (±%)

1

(7.26.11) Major sources of emissions

Consumption of Jet A1

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

The vast majority of our emissions come from aviation fuel, so we have chosen to allocate our Scope 1 emissions accordingly. While our cumulative emissions are verified, the specific allocation methodology itself has not been subject to external verification.

(7.26.14) Where published information has been used, please provide a reference

N/A

Row 4

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:
☑ Scope 1

(7.26.4) Allocation level

Select from:
☑ Company wide

(7.26.6) Allocation method

Select from:
☑ Allocation not necessary due to type of primary data available

(7.26.9) Emissions in metric tonnes of CO2e

473.73

(7.26.10) Uncertainty (±%)

1

(7.26.11) Major sources of emissions

Consumption of Jet A1

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

The vast majority of our emissions come from aviation fuel, so we have chosen to allocate our Scope 1 emissions accordingly. While our cumulative emissions are verified, the specific allocation methodology itself has not been subject to external verification.

(7.26.14) Where published information has been used, please provide a reference

N/A
[Add row]

(7.27) What are the challenges in allocating emissions to different customers, and what would help you to overcome these challenges?

Row 1

(7.27.1) Allocation challenges

Select from:

☑ We face no challenges

(7.27.2) Please explain what would help you overcome these challenges

We have no challenges.
[Add row]

(7.28) Do you plan to develop your capabilities to allocate emissions to your customers in the future?

(7.28.1) Do you plan to develop your capabilities to allocate emissions to your customers in the future?

Select from:

☑ No

(7.28.3) Primary reason for no plans to develop your capabilities to allocate emissions to your customers

Select from:

☑ No standardized procedure

(7.28.4) Explain why you do not plan to develop capabilities to allocate emissions to your customers

NA
[Fixed row]

(7.29) What percentage of your total operational spend in the reporting year was on energy?

Select from:

☑ More than 25% but less than or equal to 30%

(7.30) Select which energy-related activities your organization has undertaken.

	Indicate whether your organization undertook this energy-related activity in the reporting year
Consumption of fuel (excluding feedstocks)	*Select from:* ☑ Yes
Consumption of purchased or acquired electricity	*Select from:* ☑ Yes
Consumption of purchased or acquired heat	*Select from:* ☑ Yes
Consumption of purchased or acquired steam	*Select from:* ☑ No
Consumption of purchased or acquired cooling	*Select from:* ☑ No
Generation of electricity, heat, steam, or cooling	*Select from:* ☑ No

[Fixed row]

(7.30.1) Report your organization’s energy consumption totals (excluding feedstocks) in MWh.

Consumption of fuel (excluding feedstock)

(7.30.1.1) Heating value

Select from:

☑ LHV (lower heating value)

(7.30.1.2) MWh from renewable sources

0

(7.30.1.3) MWh from non-renewable sources

81738502.72

(7.30.1.4) Total (renewable + non-renewable) MWh

81738502.72

Consumption of purchased or acquired electricity

(7.30.1.1) Heating value

Select from:

☑ LHV (lower heating value)

(7.30.1.2) MWh from renewable sources

17121

(7.30.1.3) MWh from non-renewable sources

141743.77

(7.30.1.4) Total (renewable + non-renewable) MWh

158864.77

Consumption of purchased or acquired heat

(7.30.1.1) Heating value

Select from:

☑ LHV (lower heating value)

(7.30.1.2) MWh from renewable sources

0

(7.30.1.3) MWh from non-renewable sources

6792.2

(7.30.1.4) Total (renewable + non-renewable) MWh

6792.20

Total energy consumption

(7.30.1.1) Heating value

Select from:
☑ LHV (lower heating value)

(7.30.1.2) MWh from renewable sources

17121

(7.30.1.3) MWh from non-renewable sources

81887038.69

(7.30.1.4) Total (renewable + non-renewable) MWh

81904159.69
[Fixed row]

(7.30.6) Select the applications of your organization’s consumption of fuel.

	Indicate whether your organization undertakes this fuel application
Consumption of fuel for the generation of electricity	*Select from:* ☑ No
Consumption of fuel for the generation of heat	*Select from:* ☑ Yes
Consumption of fuel for the generation of steam	*Select from:* ☑ No
Consumption of fuel for the generation of cooling	*Select from:* ☑ No
Consumption of fuel for co-generation or tri-generation	*Select from:* ☑ No

[Fixed row]

(7.30.7) State how much fuel in MWh your organization has consumed (excluding feedstocks) by fuel type.

Sustainable biomass

(7.30.7.1) Heating value

Select from:

☑ Unable to confirm heating value

(7.30.7.2) Total fuel MWh consumed by the organization

0

(7.30.7.8) Comment

There are no sustainable biomass consumption in the reporting year.

Other biomass

(7.30.7.1) Heating value

Select from:
☑ LHV

(7.30.7.2) Total fuel MWh consumed by the organization

4124.58

(7.30.7.8) Comment

This value represents SAF fuel consumption.

Other renewable fuels (e.g. renewable hydrogen)

(7.30.7.1) Heating value

Select from:
☑ Unable to confirm heating value

(7.30.7.2) Total fuel MWh consumed by the organization

0

(7.30.7.8) Comment

There are no other renewable fuel consumption in the reporting year.

Coal

(7.30.7.1) Heating value

Select from:
☑ Unable to confirm heating value

(7.30.7.2) Total fuel MWh consumed by the organization

0

(7.30.7.8) Comment

There are no other coal consumption in the reporting year.

Oil

(7.30.7.1) Heating value

Select from:
☑ LHV

(7.30.7.2) Total fuel MWh consumed by the organization

7845.4

(7.30.7.8) Comment

This value represents diesel and gasoline consumption.

Gas

(7.30.7.1) Heating value

Select from:

☑ LHV

(7.30.7.2) Total fuel MWh consumed by the organization

51738.7

(7.30.7.8) Comment

This value represent natural gas consumption.

Other non-renewable fuels (e.g. non-renewable hydrogen)

(7.30.7.1) Heating value

Select from:

☑ LHV

(7.30.7.2) Total fuel MWh consumed by the organization

81674735.19

(7.30.7.8) Comment

This value represents JetA1 fuel consumption.

Total fuel

(7.30.7.1) Heating value

Select from:

☑ LHV

(7.30.7.2) Total fuel MWh consumed by the organization

81738443.87

(7.30.7.8) Comment

Our total fuel consumption in 2024 equals to 81,738,443.87 MWh.
[Fixed row]

(7.30.14) Provide details on the electricity, heat, steam, and/or cooling amounts that were accounted for at a zero or near-zero emission factor in the market-based Scope 2 figure reported in 7.7.

Row 1

(7.30.14.1) Country/area

Select from:
☑ Turkey

(7.30.14.2) Sourcing method

Select from:
☑ Unbundled procurement of energy attribute certificates (EACs)

(7.30.14.3) Energy carrier

Select from:
☑ Electricity

(7.30.14.4) Low-carbon technology type

Select from:

☑ Large hydropower (>25 MW)

(7.30.14.5) Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)

990

(7.30.14.6) Tracking instrument used

Select from:
☑ I-REC

(7.30.14.7) Country/area of origin (generation) of the low-carbon energy or energy attribute

Select from:
☑ Turkey

(7.30.14.8) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:
☑ Yes

(7.30.14.9) Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)

2010

(7.30.14.10) Comment

-

Row 2

(7.30.14.1) Country/area

Select from:

☑ Turkey

(7.30.14.2) Sourcing method

Select from:

☑ Unbundled procurement of energy attribute certificates (EACs)

(7.30.14.3) Energy carrier

Select from:

☑ Electricity

(7.30.14.4) Low-carbon technology type

Select from:

☑ Large hydropower (>25 MW)

(7.30.14.5) Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)

5973

(7.30.14.6) Tracking instrument used

Select from:

☑ I-REC

(7.30.14.7) Country/area of origin (generation) of the low-carbon energy or energy attribute

Select from:

☑ Turkey

(7.30.14.8) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:

☑ Yes

(7.30.14.9) Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)

2015

(7.30.14.10) Comment

-

Row 3

(7.30.14.1) Country/area

Select from:
☑ Turkey

(7.30.14.2) Sourcing method

Select from:
☑ Unbundled procurement of energy attribute certificates (EACs)

(7.30.14.3) Energy carrier

Select from:
☑ Electricity

(7.30.14.4) Low-carbon technology type

Select from:
☑ Large hydropower (>25 MW)

(7.30.14.5) Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)

10158

(7.30.14.6) Tracking instrument used

Select from:
☑ I-REC

(7.30.14.7) Country/area of origin (generation) of the low-carbon energy or energy attribute

Select from:
☑ Turkey

(7.30.14.8) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:
☑ Yes

(7.30.14.9) Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)

2012

(7.30.14.10) Comment

-
[Add row]

(7.30.16) Provide a breakdown by country/area of your electricity/heat/steam/cooling consumption in the reporting year.

Turkey

(7.30.16.1) Consumption of purchased electricity (MWh)

141743.77

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

6792.2

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

148535.97
[Fixed row]

(7.36) Provide any efficiency metrics that are appropriate for your organization's transport products and/or services.

Row 1

(7.36.1) Activity

Select from:
☑ Aviation

(7.36.2) Metric figure

0.023691503

(7.36.3) Metric numerator

Select from:

☑ Other, please specify :kg of fuel

(7.36.4) Metric denominator

Select from:

☑ Available seat.km

(7.36.5) Metric numerator: Unit total

6662224627.5

(7.36.6) Metric denominator: Unit total

281207340490

(7.36.7) % change from last year

-5

(7.36.8) Please explain

Considering the change in fuel consumption intensity in 2023 compared to 2024, a decrease of 5% was observed. Turkish Airlines fleet performed more efficient flights in 2024 compared to 2023 where the recalculated intensity figure is "0.023691503 kg of fuel" per seat.km.
[Add row]

(7.45) Describe your gross global combined Scope 1 and 2 emissions for the reporting year in metric tons CO2e per unit currency total revenue and provide any additional intensity metrics that are appropriate to your business operations.

Row 1

(7.45.1) Intensity figure

0.001002

(7.45.2) Metric numerator (Gross global combined Scope 1 and 2 emissions, metric tons CO2e)

22715436

(7.45.3) Metric denominator

Select from:

☑ unit total revenue

(7.45.4) Metric denominator: Unit total

22669000000

(7.45.5) Scope 2 figure used

Select from:

☑ Location-based

(7.45.6) % change from previous year

0.16

(7.45.7) Direction of change

Select from:

☑ Decreased

(7.45.8) Reasons for change

Select all that apply

☑ Change in renewable energy consumption

☑ Other emissions reduction activities

☑ Change in revenue

☑ Change in methodology

(7.45.9) Please explain

In 2024 Turkish Airlines shifted its consolidation basis from the financial-control approach to the operational-control approach, expanding the organisational boundary to cover 100% of emissions from all operations under the airline's direct operational control. With this change, the organisational boundary was also expanded to include the Adana, Bodrum and Antalya locations. Adittionally, there has been an increase in revenue which makes the intensity figure decrease as well. In 2023, total emissions amounted to 21,017,727 tCO_2e, while total revenue reached approximately 20.94 billion USD. This corresponds to an emissions intensity of 0.0010036 tCO_2e/USD. In 2024, emissions increased to 22,175,436 tCO_2e, with total revenue rising to around 22.67 billion USD. The resulting emissions intensity was 0.0010020 tCO_2e/USD. Despite the increase in absolute emissions, a 16% reduction in emissions intensity was achieved, reflecting improved carbon efficiency relative to revenue growth.
[Add row]

(7.51) What are your primary intensity (activity-based) metrics that are appropriate to your emissions from transport activities in Scope 1, 2, and 3?

Aviation

(7.51.1) Scopes used for calculation of intensities

Select from:
☑ Report Scope 1 + 2

(7.51.2) Intensity figure

0.000075403

(7.51.3) Metric numerator: emissions in metric tons CO2e

21203920.08

(7.51.4) Metric denominator: unit

Select from:

☑ p.km

(7.51.5) Metric denominator: unit total

281207340490

(7.51.6) % change from previous year

-5

(7.51.7) Please explain any exclusions in your coverage of transport emissions in selected category, and reasons for change in emissions intensity.

According to the passenger.km value in 2024, there is a decrease of approximately 5% in emission intensity compared to 2023 where the intensity figure was 0.00007977. This means that there is a decrease in emission intensity and an increase in efficiency compared to last year.

ALL

(7.51.1) Scopes used for calculation of intensities

Select from:

☑ Report Scope 1 + 2

(7.51.2) Intensity figure

0.000075403

(7.51.3) Metric numerator: emissions in metric tons CO2e

21203920.08

(7.51.4) Metric denominator: unit

Select from:

☑ p.km

(7.51.5) Metric denominator: unit total

281207340490

(7.51.6) % change from previous year

-5

(7.51.7) Please explain any exclusions in your coverage of transport emissions in selected category, and reasons for change in emissions intensity.

According to the passenger.km value in 2024, there is a decrease of approximately 5% in emission intensity compared to 2023 where the intensity figure was 0.00007977. This means that there is a decrease in emission intensity and an increase in efficiency compared to last year.
[Fixed row]

(7.53) Did you have an emissions target that was active in the reporting year?

Select all that apply

☑ Intensity target

(7.53.2) Provide details of your emissions intensity targets and progress made against those targets.

Row 1

(7.53.2.1) Target reference number

Select from:

☑ Int 1

(7.53.2.2) Is this a science-based target?

Select from:

☑ No, but we anticipate setting one in the next two years

(7.53.2.5) Date target was set

12/31/2024

(7.53.2.6) Target coverage

Select from:

☑ Organization-wide

(7.53.2.7) Greenhouse gases covered by target

Select all that apply

☑ Carbon dioxide (CO2)

☑ Methane (CH4)

☑ Nitrous oxide (N2O)

(7.53.2.8) Scopes

Select all that apply

☑ Scope 1

☑ Scope 2

(7.53.2.9) Scope 2 accounting method

Select from:

☑ Market-based

(7.53.2.11) Intensity metric

Select from:

☑ Other, please specify :ASK (Available Seat Kilometer)

(7.53.2.12) End date of base year

12/31/2024

(7.53.2.13) Intensity figure in base year for Scope 1

0.0000804

(7.53.2.14) Intensity figure in base year for Scope 2

4e-7

(7.53.2.33) Intensity figure in base year for all selected Scopes

0.0000808000

(7.53.2.34) % of total base year emissions in Scope 1 covered by this Scope 1 intensity figure

100

(7.53.2.35) % of total base year emissions in Scope 2 covered by this Scope 2 intensity figure

100

(7.53.2.54) % of total base year emissions in all selected Scopes covered by this intensity figure

100

(7.53.2.55) End date of target

12/31/2030

(7.53.2.56) Targeted reduction from base year (%)

11.05

(7.53.2.57) Intensity figure at end date of target for all selected Scopes

0.0000718716

(7.53.2.58) % change anticipated in absolute Scope 1+2 emissions

27.8

(7.53.2.60) Intensity figure in reporting year for Scope 1

0.0000804

(7.53.2.61) Intensity figure in reporting year for Scope 2

4e-7

(7.53.2.80) Intensity figure in reporting year for all selected Scopes

0.0000808000

(7.53.2.81) Land-related emissions covered by target

Select from:

☑ No, it does not cover any land-related emissions (e.g. non-FLAG SBT)

(7.53.2.82) % of target achieved relative to base year

0.00

(7.53.2.83) Target status in reporting year

Select from:

☑ New

(7.53.2.85) Explain target coverage and identify any exclusions

This target uses the CDP route and covers 100% of Scope 1 and Scope 2 emissions with an Available Seat Kilometre intensity with the target year of 2031. This target was set in 2024 which is the base year and the reporting year, as a new target. The intensity of GHG reduction is 11.05%.

(7.53.2.86) Target objective

Our target objective is to reduce our intensity emissions for available seat km.

(7.53.2.87) Plan for achieving target, and progress made to the end of the reporting year

The technical developments in the aviation sector, the plans made by our organization for the purchase of aircraft with high fuel efficiency, and the projections made regarding the use of SAF constitute the general framework to reach the target. As of 2024, fleet modernization, new-generation aircraft purchases, and SAF use have been carried out, taking into account the principles of sustainability in terms of financial and climatic conditions.

(7.53.2.88) Target derived using a sectoral decarbonization approach

Select from:

☑ No

[Add row]

(7.54) Did you have any other climate-related targets that were active in the reporting year?

Select all that apply

☑ Targets to increase or maintain low-carbon energy consumption or production

(7.54.1) Provide details of your targets to increase or maintain low-carbon energy consumption or production.

Row 1

(7.54.1.1) Target reference number

Select from:

☑ Low 1

(7.54.1.2) Date target was set

12/31/2021

(7.54.1.3) Target coverage

Select from:
☑ Site/facility

(7.54.1.4) Target type: energy carrier

Select from:
☑ Electricity

(7.54.1.5) Target type: activity

Select from:
☑ Consumption

(7.54.1.6) Target type: energy source

Select from:
☑ Renewable energy source(s) only

(7.54.1.7) End date of base year

12/31/2021

(7.54.1.8) Consumption or production of selected energy carrier in base year (MWh)

7236

(7.54.1.9) % share of low-carbon or renewable energy in base year

5

(7.54.1.10) End date of target

12/31/2030

(7.54.1.11) % share of low-carbon or renewable energy at end date of target

100

(7.54.1.12) % share of low-carbon or renewable energy in reporting year

100

(7.54.1.13) % of target achieved relative to base year

100.00

(7.54.1.14) Target status in reporting year

Select from:

☑ Achieved and maintained

(7.54.1.16) Is this target part of an emissions target?

No.

(7.54.1.17) Is this target part of an overarching initiative?

Select all that apply

☑ No, it's not part of an overarching initiative

(7.54.1.19) Explain target coverage and identify any exclusions

It covers the amount of electricity that Turkish Airlines consumes directly from the grid at the company's buildings located in the Atatürk Airport region. In this target, it is planned to source the electricity demand from the grid and to source 100% of total consumption from renewable sources. Our total renewable electricity consumption in the AHL Region for 2024 is 17,121 MWh.

(7.54.1.20) Target objective

The strategic objective of this target is to increase Turkish Airlines' reliance on renewable energy sources, specifically for the electricity consumed at the company's buildings located in the Atatürk Airport (AHL) region. This target aligns with Turkish Airlines' broader sustainability strategy by reducing the carbon footprint associated with its energy consumption and contributing to the company's environmental goals.

(7.54.1.22) List the actions which contributed most to achieving this target

IREC certificates were purchased for 100% of the total purchased electricity at the company's buildings located in the Atatürk Airport region.
[Add row]

(7.55) Did you have emissions reduction initiatives that were active within the reporting year? Note that this can include those in the planning and/or implementation phases.

Select from:
☑ Yes

(7.55.1) Identify the total number of initiatives at each stage of development, and for those in the implementation stages, the estimated CO2e savings.

	Number of initiatives	Total estimated annual CO2e savings in metric tonnes CO2e
To be implemented	*12*	*194.7*
Implementation commenced	*2*	*45.09*
Implemented	*16*	*222813*

[Fixed row]

(7.55.2) Provide details on the initiatives implemented in the reporting year in the table below.

Row 1

(7.55.2.1) Initiative category & Initiative type

Company policy or behavioral change
☑ Resource efficiency

(7.55.2.2) Estimated annual CO2e savings (metric tonnes CO2e)

223052.79

(7.55.2.3) Scope(s) or Scope 3 category(ies) where emissions savings occur

Select all that apply
☑ Scope 1

(7.55.2.4) Voluntary/Mandatory

Select from:

☑ Voluntary

(7.55.2.5) Annual monetary savings (unit currency – as specified in 1.2)

94187615

(7.55.2.6) Investment required (unit currency – as specified in 1.2)

296479940

(7.55.2.7) Payback period

Select from:

☑ <1 year

(7.55.2.8) Estimated lifetime of the initiative

Select from:

☑ Ongoing

(7.55.2.9) Comment

Through our FMIS maintenance activities, strategic investments in cabin modes, cabin modification and weight reduction projects, and the implementation of Operational Fuel Efficiency Management (OYYM) initiatives, we achieved an estimated annual CO_2 saving of 223,052.79 tCO_2e. These efforts demonstrate our commitment to improving operational efficiency, optimizing fuel consumption, and reducing our overall carbon footprint in line with our sustainability objectives.
[Add row]

(7.55.3) What methods do you use to drive investment in emissions reduction activities?

Row 1

(7.55.3.1) Method

Select from:

☑ Internal incentives/recognition programs

(7.55.3.2) Comment

Our Performance Management System ensures that the goals of Turkish Airlines are converted into department and employee goals and monitored through sub-processes of employee-based goal setting, orientation, feedback, evaluation, and development planning. Through this system, we evaluate the performance of our employees, contributing to their development and supporting them to unlock their potential. We evaluate their performance in terms of targets,competencies, and compliance with corporate values. As of 2024, we shall implement the ROTA performance management system for all our ground employees in the Incorporation. Our performance management system consists of four components: Goals, competencies, compliance with corporate values, and employee loyalty. We expect our employees to set business,organizational, and personal development goals. We determine the competencies specific to the position depending on the work performed by the employees. We apply the Employee Loyalty Survey for supervisors and higher executive positions, and the Values Compliance Survey, which is a stakeholder assessment of the values of the Incorporation, for positions other than supervisors and executives. We measure the compliance of our employees with the corporate values of the Incorporation through ROTA A292components of competencies and questionnaires. We hold periodic feedback meetings with our managers so that they can follow the development of our employees. At the end of the year, we determine the scores of our employees in line with the target and competency evaluations made by the managers and the survey results. According to these results, as part of our reward system, our domestic employees who show superior performance for two consecutive years receive 1 grade advancement. This grade advancement directly affects the basic wage of the employee.

Row 2

(7.55.3.1) Method

Select from:

☑ Dedicated budget for energy efficiency

(7.55.3.2) Comment

*Turkish Airlines considers energy efficiency to be a strategic priority for the Company. This is because of the significant impact that energy efficiency has on increasing resource efficiency, reducing greenhouse gas emissions to meet climate targets, and optimising operational costs. In this context, systematic efforts are being made to manage fuel used in flight operations efficiently and reduce energy consumption at airports and in support services. Energy management activities are carried out in accordance with the ISO 50001 Energy Management System standard, and consumption data is regularly analysed to identify opportunities for improvement. In addition to measures aimed at enhancing fuel efficiency in aviation, there is a growing implementation of energy-saving automation solutions, lighting systems, HVAC optimisations, and electric vehicle conversions in terminal buildings, offices, technical centres, and flight support operations. The processes have been integrated with technical applications, as well as with awareness-raising training and suggestion systems that encourage employee participation. Within this scope, in 2024, a total of 3,385 person*hours of energy efficiency awareness training were provided, with 7,254 employees participating, as well as 940 person*hours involving 2,015 contractor company employees. Data obtained in the field of energy management is monitored using both absolute consumption values and relative*

performance indicators. This allows carbon intensity to be kept under control as the operational scale grows. The global aviation industry is prioritising more systematic, measurable and comprehensive environmental management approaches in order to reduce its environmental impact and achieve a transformation that is aligned with climate goals while continuing to grow. Turkish Airlines has systematically identified the environmental impacts arising from its operations throughout 2024 and has transparently shared its priority impacts with the public through its "Environmental Aspects and Impacts List". In pursuit of 100% certification coverage across all processes under the ISO 14001 Environmental Management System, the audit processes conducted in accordance with IEnvA (IATA Environmental Assessment), a programme specifically developed by IATA for airlines, were completed with zero findings during the reporting period.

Row 3

(7.55.3.1) Method

Select from:

☑ Dedicated budget for low-carbon product R&D

(7.55.3.2) Comment

Turkish Airlines' primary R&D operations are conducted at the dedicated R&D facilities within Turkish Technic and Turkish Technology. In 2024, 1,011 employees were engaged in R&D at Centres, overseeing the implementation of 88 R&D projects with a total budget of 24 million US dollars. As a result of these projects, 3 patent applications were filed during the period.During the reporting period, R&D and digitalisation projects implemented within the Turkish Airlines ecosystem made significant contributions to operational efficiency, customer experience, sustainability and local technology development goals. The initiatives undertaken have driven transformation within internal processes while also enhancing global competitiveness through best-in-class applications in the aviation sector. During this period, when digitalisation driven innovation was prioritised, technology investments delivered both strategic and operational outcomes.

Row 4

(7.55.3.1) Method

Select from:

☑ Compliance with regulatory requirements/standards

(7.55.3.2) Comment

The Company treats climate action as a core strategic priority and implements industry best practices in areas such as energy and emissions management, SAF use, fleet modernization, and resource efficiency. As part of the decarbonization strategy and with the awareness that it plays a key role in reducing carbon emissions caused by the aviation sector, the goal is to increase the continuous use of SAF.The Company, which is modernizing its fleet by investing in next-generation aircraft

with lower carbon footprints, also launched an innovative solution in 2024 through a Sustainability Linked Loan model that aligns financial goals with environmental commitments. Using this innovative model, which takes carbon emission intensity as a core performance metric, the Company financed two Airbus A321NEO aircraft with high fuel efficiency, marking a first.As one of the sectors with the fewest emission reduction alternatives, aviation has taken responsibility for managing its environmental impact and joined ICAO's CORSIA in 2016.As Türkiye has been a voluntary participant in this initiative since its inception, the Company has monitored, reported, and verified emissions from CORSIA-covered flights since the pilot phase. Emissions exceeding CORSIA's baseline year levels must be offset using carbon credits from CORSIA-eligible projects. Accordingly, carbon credits are used as a valid tool to achieve this goal and form an integral part of the Company's climate strategy within the framework of international regulations.Within the scope of the emissions trading systems (ETS), emissions from flights subject to the EU-ETS, UK-ETS, and CH-ETS are monitored, verified by third parties, and reported. An equivalent volume of emissions credits is purchased and submitted to the relevant ETS authority to match the verified emissions. Emission volumes and corresponding credits are verified by accredited bodies designated by the relevant ETS authorities. Emissions from CORSIA-covered flights are also subject to monitoring, third-party independent verification, and reporting. Verification is carried out by ICAO-approved accredited organizations.
[Add row]

(7.73) Are you providing product level data for your organization's goods or services?

Select from:
☑ No, I am not providing data

(7.74) Do you classify any of your existing goods and/or services as low-carbon products?

Select from:
☑ Yes

(7.74.1) Provide details of your products and/or services that you classify as low-carbon products.

Row 1

(7.74.1.1) Level of aggregation

Select from:
☑ Product or service

(7.74.1.2) Taxonomy used to classify product(s) or service(s) as low-carbon

Select from:

☑ The IEA Energy Technology Perspectives Clean Energy Technology Guide

(7.74.1.3) Type of product(s) or service(s)

Aviation

☑ Geared Turbo Fan/ Ultra-High Bypass Ratio engine

(7.74.1.4) Description of product(s) or service(s)

Ultra-high bypass ratio (UHBR) enables an increase in the bypass-airflow (i.e. the airflow not entering the core engine) to enhance propulsion efficiency. This requires an increased fan diameter, which cannot be directly mounted on the main shaft of the engine (otherwise its rotational speed would be too high), and hence requires changes to the design of the airframe itself. The fan is driven through a mechanical reducer. Airplanes with this engine provide 16% fuel savings and reduce emissions at the same rate.

(7.74.1.5) Have you estimated the avoided emissions of this low-carbon product(s) or service(s)

Select from:

☑ Yes

(7.74.1.6) Methodology used to calculate avoided emissions

Select from:

☑ The Avoided Emissions Framework (AEF)

(7.74.1.7) Life cycle stage(s) covered for the low-carbon product(s) or services(s)

Select from:

☑ Gate-to-gate

(7.74.1.8) Functional unit used

Operating an "Airbus A321-neo (fuel-efficient new generation) aircraft" for 96,252,404 km.

(7.74.1.9) Reference product/service or baseline scenario used

Operating an "Airbus A321 aircraft" for 96,252,404 km.

(7.74.1.10) Life cycle stage(s) covered for the reference product/service or baseline scenario

Select from:

☑ Gate-to-gate

(7.74.1.11) Estimated avoided emissions (metric tons CO2e per functional unit) compared to reference product/service or baseline scenario

177887.23

(7.74.1.12) Explain your calculation of avoided emissions, including any assumptions

Thanks to the "Geared Turbo Fan" engines of our Airbus A321-neo aircraft in our fleet, we consume 16% less fuel. If our new generation A321-neo aircraft were not in our fleet, 16% more fuel would be consumed at the same distance. Based on this assumption, the calculation was made by converting the estimated fuel savings, which we calculated by using the distance and fuel amount of our A321-neo aircraft in our fleet in 2024, into emissions.

(7.74.1.13) Revenue generated from low-carbon product(s) or service(s) as % of total revenue in the reporting year

7

[Add row]

(7.75) Provide tracking metrics for the implementation of low-carbon transport technology over the reporting year.

Row 1

(7.75.1) Activity

Select from:

☑ Aviation

(7.75.2) Metric

Select from:

☑ Fleet adoption

(7.75.3) Technology

Select from:

☑ Other, please specify :Fuel efficient aircraft

(7.75.4) Metric figure

34

(7.75.5) Metric unit

Select from:

☑ Other, please specify :% of fleet

(7.75.6) Explanation

By the end of 2024, we increased the number of next-generation aircraft in our fleet to 168 out of a total of 492, raising the share of nextgeneration aircraft to 34%. We plan for this ratio to reach 41% by the end of 2025 and 90% by 2033. With our next-generation aircraft, we achieve a 15–20% reduction in carbon emissions. [Add row]

(7.79) Has your organization retired any project-based carbon credits within the reporting year?

Select from:

☑ Yes

(7.79.1) Provide details of the project-based carbon credits retired by your organization in the reporting year.

Row 1

(7.79.1.1) Project type

Select from:

☑ Hydro

(7.79.1.2) Type of mitigation activity

Select from:

☑ Emissions reduction

(7.79.1.3) Project description

Midilli Hydroelectric Power Plant Masat Enerji Elektrik Üretim ve Tic. Ltd. Şti. is planning to construct Midilli Hydroelectric Power Plant (Midilli HPP in short) is a 32.55 MWe capacity Hydroelectric Power Plant, that is designed and constructed on Yeşilırmak river, Amasya Turkey. The purpose of the project is to supply electricity to the Turkish power grid, from a renewable source. The Project Activity (PA) utilizes the Yeşilırmak waters in a diversion-type run-of-river hydro power scheme to generate electricity with zero carbon emissions for the Turkish Power Grid. The PA will be displacing electricity that would otherwise be generated by the existing grid of the host country. Annual gross electricity production by the PA is estimated to be 124,050 MWh. Therefore the Project Activity is expected to lead to an emission reduction of 63775 tonnes CO2e annually.

(7.79.1.4) Credits retired by your organization from this project in the reporting year (metric tons CO2e)

7100

(7.79.1.5) Purpose of retirement

Select from:

☑ Voluntary offsetting

(7.79.1.6) Are you able to report the vintage of the credits at retirement?

Select from:

☑ Yes

(7.79.1.7) Vintage of credits at retirement

2015

(7.79.1.8) Were these credits issued to or purchased by your organization?

Select from:

☑ Purchased

(7.79.1.9) Carbon-crediting program by which the credits were issued

Select from:

☑ VCS/Verra (Verified Carbon Standard)

(7.79.1.10) Method the program uses to assess additionality for this project

Select all that apply

☑ Consideration of legal requirements

☑ Investment analysis

☑ Barrier analysis

☑ Other, please specify :Common Practice Analysis

(7.79.1.11) Approaches by which the selected program requires this project to address reversal risk

Select all that apply

☑ No requirements

(7.79.1.12) Potential sources of leakage the selected program requires this project to have assessed

Select all that apply

☑ Other, please specify :No Leakage emissions are considered. The main emission potentially giving rise to leakage in the context of electrical sector projects is emission arising due to activities arising such as power plant construction and upstream emission from fossil

(7.79.1.13) Provide details of other issues the selected program requires projects to address

12430-410539405-410546504-VCS-VCU-290-VER-TR-1-1330-01012015-31122015-0

(7.79.1.14) Please explain

Within the scope of the CO2mission program; emissions from business travels of our employees are offset by Turkish Airlines. In this context, 7100 credits were purchased and canceled by Turkish Airlines from this project within the reporting year.
[Add row]

C9. Environmental performance - Water security

(9.1) Are there any exclusions from your disclosure of water-related data?

Select from:

☑ No

(9.2) Across all your operations, what proportion of the following water aspects are regularly measured and monitored?

Water withdrawals – total volumes

(9.2.1) % of sites/facilities/operations

Select from:

☑ 100%

(9.2.2) Frequency of measurement

Select from:

☑ Continuously

(9.2.3) Method of measurement

Water consumption in our company is supplied from the municipal water network.Volumetric measurement is performed using our company's own water meters and is verified with invoices.

(9.2.4) Please explain

Our relevant department monitors and reports on the measurements related to this issue.

Water withdrawals – volumes by source

(9.2.1) % of sites/facilities/operations

Select from:

☑ 100%

(9.2.2) Frequency of measurement

Select from:

☑ Continuously

(9.2.3) Method of measurement

Water consumption in our company is supplied from the municipal water network. Volumetric measurement is performed using our company's own water meters and is verified with invoices.

(9.2.4) Please explain

Our relevant department monitors and reports on the measurements related to this issue.

Water withdrawals quality

(9.2.1) % of sites/facilities/operations

Select from:

☑ 100%

(9.2.2) Frequency of measurement

Select from:

☑ Monthly

(9.2.3) Method of measurement

We conduct water quality analyses by collecting water samples and submitting them to the relevant government authority once in two months. This process ensures compliance with regulatory standards and supports continuous monitoring of our water sources' quality. Also, the quality of drinking water is ensured through monthly laboratory analyses, with samples systematically submitted to accredited authorities to maintain compliance with health and safety standards.

(9.2.4) Please explain

We conduct water quality analyses by collecting water samples and submitting them to the relevant government authority once in two months. This process ensures compliance with regulatory standards and supports continuous monitoring of our water sources' quality. Also, the quality of drinking water is ensured through monthly laboratory analyses, with samples systematically submitted to accredited authorities to maintain compliance with health and safety standards.

Water discharges – total volumes

(9.2.1) % of sites/facilities/operations

Select from:

☑ 100%

(9.2.2) Frequency of measurement

Select from:

☑ Monthly

(9.2.3) Method of measurement

Water consumption in our company is supplied from the municipal water network. Volumetric measurement is performed using our company's own water meters and is verified with invoices.

(9.2.4) Please explain

Our relevant department monitors and reports on the measurements related to this issue.

Water discharges – volumes by destination

(9.2.1) % of sites/facilities/operations

Select from:

☑ Not relevant

(9.2.4) Please explain

The type of water withdrawal specified in this regard is not available in our organization.

Water discharges – volumes by treatment method

(9.2.1) % of sites/facilities/operations

Select from:

☑ Not relevant

(9.2.4) Please explain

The type of water withdrawal specified in this regard is not available in our organization.

Water discharge quality – by standard effluent parameters

(9.2.1) % of sites/facilities/operations

Select from:

☑ Not relevant

(9.2.4) Please explain

The type of water withdrawal specified in this regard is not available in our organization.

Water discharge quality – emissions to water (nitrates, phosphates, pesticides, and/or other priority substances)

(9.2.1) % of sites/facilities/operations

Select from:

☑ Not relevant

(9.2.4) Please explain

The type of water withdrawal specified in this regard is not available in our organization.

Water discharge quality – temperature

(9.2.1) % of sites/facilities/operations

Select from:
☑ Not relevant

(9.2.4) Please explain

The type of water withdrawal specified in this regard is not available in our organization.

Water consumption – total volume

(9.2.1) % of sites/facilities/operations

Select from:
☑ Not relevant

(9.2.4) Please explain

The type of water withdrawal specified in this regard is not available in our organization.

Water recycled/reused

(9.2.1) % of sites/facilities/operations

Select from:

☑ Not relevant

(9.2.4) Please explain

The type of water withdrawal specified in this regard is not available in our organization.

The provision of fully-functioning, safely managed WASH services to all workers

(9.2.1) % of sites/facilities/operations

Select from:
☑ 100%

(9.2.2) Frequency of measurement

Select from:
☑ Monthly

(9.2.3) Method of measurement

The treated water is measured monthly using our own measuring devices, and the water coming into the treatment system is also inspected monthly by the main supplier. Furthermore, the treatment plant is regularly maintained and inspected monthly.

(9.2.4) Please explain

The treated water is measured monthly using our own measuring devices, and the water coming into the treatment system is also inspected monthly by the main supplier. Furthermore, the treatment plant is regularly maintained and inspected monthly.
[Fixed row]

(9.2.2) What are the total volumes of water withdrawn, discharged, and consumed across all your operations, how do they compare to the previous reporting year, and how are they forecasted to change?

Total withdrawals

(9.2.2.1) Volume (megaliters/year)

408.6

(9.2.2.2) Comparison with previous reporting year

Select from:

☑ Higher

(9.2.2.3) Primary reason for comparison with previous reporting year

Select from:

☑ Facility expansion

(9.2.2.4) Five-year forecast

Select from:

☑ Higher

(9.2.2.5) Primary reason for forecast

Select from:

☑ Investment in water-smart technology/process

(9.2.2.6) Please explain

Both our building count and employee count will increase in the coming years. We monitor water consumption in some buildings outside our operations and we are planning to assess and implement appropriate sanctions when necessary. We also plan to utilize artificial intelligence technology to identify and minimize weaknesses in our water management system and improve water consumption efficiency.

Total discharges

(9.2.2.1) Volume (megaliters/year)

408.6

(9.2.2.2) Comparison with previous reporting year

Select from:

☑ Higher

(9.2.2.3) Primary reason for comparison with previous reporting year

Select from:

☑ Facility expansion

(9.2.2.4) Five-year forecast

Select from:

☑ Higher

(9.2.2.5) Primary reason for forecast

Select from:

☑ Investment in water-smart technology/process

(9.2.2.6) Please explain

Both our building count and employee count will increase in the coming years. We monitor water consumption in some buildings outside our operations and we are planning to assess and implement appropriate sanctions when necessary. We also plan to utilize artificial intelligence technology to identify and minimize weaknesses in our water management system and improve water consumption efficiency.

Total consumption

(9.2.2.1) Volume (megaliters/year)

408.6

(9.2.2.2) Comparison with previous reporting year

Select from:
☑ Higher

(9.2.2.3) Primary reason for comparison with previous reporting year

Select from:
☑ Facility expansion

(9.2.2.4) Five-year forecast

Select from:
☑ Higher

(9.2.2.5) Primary reason for forecast

Select from:
☑ Investment in water-smart technology/process

(9.2.2.6) Please explain

Both our building count and employee count will increase in the coming years. We monitor water consumption in some buildings outside our operations and we are planning to assess and implement appropriate sanctions when necessary. We also plan to utilize artificial intelligence technology to identify and minimize weaknesses in our water management system and improve water consumption efficiency.
[Fixed row]

(9.2.4) Indicate whether water is withdrawn from areas with water stress, provide the volume, how it compares with the previous reporting year, and how it is forecasted to change.

(9.2.4.1) Withdrawals are from areas with water stress

Select from:

☑ No

(9.2.4.8) Identification tool

Select all that apply

☑ WRI Aqueduct

(9.2.4.9) Please explain

Turkish Airlines conducted a water risk assessment for its main operation location, Istanbul Airport, using the WRI Aqueduct Tool. The results indicated a low level of water risk for this location.
[Fixed row]

(9.2.7) Provide total water withdrawal data by source.

Fresh surface water, including rainwater, water from wetlands, rivers, and lakes

(9.2.7.1) Relevance

Select from:

☑ Not relevant

(9.2.7.5) Please explain

There are no withdrawal of this water source

Brackish surface water/Seawater

(9.2.7.1) Relevance

Select from:

☑ Not relevant

(9.2.7.5) Please explain

There are no withdrawal of this water source

Groundwater – renewable

(9.2.7.1) Relevance

Select from:
☑ Not relevant

(9.2.7.5) Please explain

There are no withdrawal of this water source

Groundwater – non-renewable

(9.2.7.1) Relevance

Select from:
☑ Not relevant

(9.2.7.5) Please explain

There are no withdrawal of this water source

Produced/Entrained water

(9.2.7.1) Relevance

Select from:
☑ Not relevant

(9.2.7.5) Please explain

There are no withdrawal of this water source

Third party sources

(9.2.7.1) Relevance

Select from:
☑ Relevant

(9.2.7.2) Volume (megaliters/year)

408.6

(9.2.7.3) Comparison with previous reporting year

Select from:
☑ Higher

(9.2.7.4) Primary reason for comparison with previous reporting year

Select from:
☑ Facility expansion

(9.2.7.5) Please explain

Both our number of buildings and our number of employees increased in the coming years.
[Fixed row]

(9.3) In your direct operations and upstream value chain, what is the number of facilities where you have identified substantive water-related dependencies, impacts, risks, and opportunities?

Direct operations

(9.3.1) Identification of facilities in the value chain stage

Select from:

☑ Yes, we have assessed this value chain stage and identified facilities with water-related dependencies, impacts, risks, and opportunities

(9.3.2) Total number of facilities identified

1

(9.3.3) % of facilities in direct operations that this represents

Select from:

☑ 100%

(9.3.4) Please explain

Conditioning the water coming from the municipality according to the needs of our facilities and deliver it to our facilities, and use it for different needs in our different facilities.

Upstream value chain

(9.3.1) Identification of facilities in the value chain stage

Select from:

☑ No, we have not assessed this value chain stage for facilities with water-related dependencies, impacts, risks, and opportunities, and are not planning to do so in the next 2 years

(9.3.4) Please explain

We have not yet carried out a full assessment of water dependencies, impacts, risks, and opportunities in relation to the scale and characteristics of our upstream facilities. This analysis will be incorporated into our future environmental strategy to strengthen our ability to identify and manage water-related risks
[Fixed row]

(9.3.1) For each facility referenced in 9.3, provide coordinates, water accounting data, and a comparison with the previous reporting year.

Row 1

(9.3.1.1) Facility reference number

Select from:

☑ Facility 1

(9.3.1.2) Facility name (optional)

Istanbul Airport Buildings

(9.3.1.3) Value chain stage

Select from:

☑ Direct operations

(9.3.1.4) Dependencies, impacts, risks, and/or opportunities identified at this facility

Select all that apply

☑ Dependencies

(9.3.1.5) Withdrawals or discharges in the reporting year

Select from:

☑ Yes, withdrawals and discharges

(9.3.1.7) Country/Area & River basin

Tonga
☑ Other, please specify :Istanbul

(9.3.1.8) Latitude

41.25089

(9.3.1.9) Longitude

28.721046

(9.3.1.10) Located in area with water stress

Select from:
☑ No

(9.3.1.13) Total water withdrawals at this facility (megaliters)

299.91

(9.3.1.14) Comparison of total withdrawals with previous reporting year

Select from:
☑ Higher

(9.3.1.15) Withdrawals from fresh surface water, including rainwater, water from wetlands, rivers and lakes

0

(9.3.1.16) Withdrawals from brackish surface water/seawater

0

(9.3.1.17) Withdrawals from groundwater - renewable

0

(9.3.1.18) Withdrawals from groundwater - non-renewable

0

(9.3.1.19) Withdrawals from produced/entrained water

0

(9.3.1.20) Withdrawals from third party sources

299.91

(9.3.1.21) Total water discharges at this facility (megaliters)

299.91

(9.3.1.22) Comparison of total discharges with previous reporting year

Select from:
☑ Higher

(9.3.1.23) Discharges to fresh surface water

0

(9.3.1.24) Discharges to brackish surface water/seawater

0

(9.3.1.25) Discharges to groundwater

0

(9.3.1.26) Discharges to third party destinations

299.91

(9.3.1.27) Total water consumption at this facility (megaliters)

299.91

(9.3.1.28) Comparison of total consumption with previous reporting year

Select from:

☑ Higher

(9.3.1.29) Please explain

With the expansion of our workforce and facilities, water consumption has risen by about 10% annually. However, the efficiency initiatives we have put in place have helped us to moderate this growth, ensuring that increased demand and climate-related pressures do not result in proportionally higher water use.
[Add row]

(9.3.2) For the facilities in your direct operations referenced in 9.3.1, what proportion of water accounting data has been third party verified?

Water withdrawals – total volumes

(9.3.2.1) % verified

Select from:

☑ Not verified

(9.3.2.3) Please explain

Turkish Airlines monitors its water-related data internally; however, the data has not been verified by an independent third party.

Water withdrawals – volume by source

(9.3.2.1) % verified

Select from:
☑ Not verified

(9.3.2.3) Please explain

Turkish Airlines monitors its water-related data internally; however, the data has not been verified by an independent third party.

Water withdrawals – quality by standard water quality parameters

(9.3.2.1) % verified

Select from:
☑ Not verified

(9.3.2.3) Please explain

Turkish Airlines monitors its water-related data internally; however, the data has not been verified by an independent third party.

Water discharges – total volumes

(9.3.2.1) % verified

Select from:
☑ Not verified

(9.3.2.3) Please explain

Turkish Airlines monitors its water-related data internally; however, the data has not been verified by an independent third party.

Water discharges – volume by destination

(9.3.2.1) % verified

Select from:

☑ Not verified

(9.3.2.3) Please explain

Turkish Airlines monitors its water-related data internally; however, the data has not been verified by an independent third party.

Water discharges – volume by final treatment level

(9.3.2.1) % verified

Select from:

☑ Not verified

(9.3.2.3) Please explain

Turkish Airlines monitors its water-related data internally; however, the data has not been verified by an independent third party.

Water discharges – quality by standard water quality parameters

(9.3.2.1) % verified

Select from:

☑ Not verified

(9.3.2.3) Please explain

Turkish Airlines monitors its water-related data internally; however, the data has not been verified by an independent third party.

Water consumption – total volume

(9.3.2.1) % verified

Select from:

☑ Not verified

(9.3.2.3) Please explain

Turkish Airlines monitors its water-related data internally; however, the data has not been verified by an independent third party.
[Fixed row]

(9.4) Could any of your facilities reported in 9.3.1 have an impact on a requesting CDP supply chain member?

Select from:

☑ No, CDP supply chain members do not buy goods or services from facilities listed in 9.3.1

(9.5) Provide a figure for your organization's total water withdrawal efficiency.

	Revenue (currency)	Total water withdrawal efficiency	Anticipated forward trend
	22669000000	*55479686.74*	*Since the number of buildings and employees increases, total water withdrawal efficiency will increase*

[Fixed row]

(9.12) Provide any available water intensity values for your organization's products or services.

Row 1

(9.12.1) Product name

Transportation Services

(9.12.2) Water intensity value

0.018

(9.12.3) Numerator: Water aspect

Select from:

☑ Other, please specify :Water consumed (lt)

(9.12.4) Denominator

Total revenue

(9.12.5) Comment

Water intensity value is found by dividing the total water consumption of our organization in liters to total revenue in reporting year
[Add row]

(9.13) Do any of your products contain substances classified as hazardous by a regulatory authority?

	Products contain hazardous substances	Comment
	Select from: ☑ No	*Our operations and services does not contain any hazardous substances*

[Fixed row]

(9.14) Do you classify any of your current products and/or services as low water impact?

(9.14.1) Products and/or services classified as low water impact

Select from:

☑ Yes

(9.14.2) Definition used to classify low water impact

Turkish Airlines manages its catering processes with a sustainability perspective, sourcing 80.19% of food products domestically in 2024 and implementing monitoring systems to reduce food waste. These practices help lower the embedded water consumption of catering operations. For this reason, in-flight catering is considered to have relatively low water impact compared to conventional practices.

(9.14.4) Please explain

Turkish Airlines considers its in-flight catering as a low water impact service. In 2024, 80.19% of food products were sourced from domestic suppliers, reducing the embedded water footprint of procurement. In addition, monitoring systems and the 'Catering Optimisation' project help minimise food waste, which indirectly decreases embedded water consumption. While third-party verification has not been conducted, internal monitoring supports the evaluation of catering as a relatively low water impact service.
[Fixed row]

(9.15) Do you have any water-related targets?

Select from:

☑ Yes

(9.15.1) Indicate whether you have targets relating to water pollution, water withdrawals, WASH, or other water-related categories.

Water pollution

(9.15.1.1) Target set in this category

Select from:

☑ No, and we do not plan to within the next two years

(9.15.1.2) Please explain

As an airline company without manufacturing operations, Turkish Airlines has limited direct impact on water pollution. Therefore, no specific target has been set in this area.

Water withdrawals

(9.15.1.1) Target set in this category

Select from:

☑ Yes

Water, Sanitation, and Hygiene (WASH) services

(9.15.1.1) Target set in this category

Select from:

☑ No, and we do not plan to within the next two years

(9.15.1.2) Please explain

As an airline company, Turkish Airlines does not directly operate in water, sanitation, and wash (WASH) services; therefore, no dedicated target has been set in this area.

Other

(9.15.1.1) Target set in this category

Select from:

☑ No, and we do not plan to within the next two years

(9.15.1.2) Please explain

At present, Turkish Airlines has established a target specifically related to water withdrawal. No further targets have been defined in other aspects of water management.
[Fixed row]

(9.15.2) Provide details of your water-related targets and the progress made.

Row 1

(9.15.2.1) Target reference number

Select from:
☑ Target 1

(9.15.2.2) Target coverage

Select from:
☑ Site/facility

(9.15.2.3) Category of target & Quantitative metric

Water withdrawals
☑ Reduction of water withdrawals from municipal supply or other third party sources

(9.15.2.4) Date target was set

01/01/2024

(9.15.2.5) End date of base year

12/31/2023

(9.15.2.6) Base year figure

362.21

(9.15.2.7) End date of target year

12/31/2024

(9.15.2.8) Target year figure

398.43

(9.15.2.9) Reporting year figure

408.6

(9.15.2.10) Target status in reporting year

Select from:

☑ Achieved

(9.15.2.11) % of target achieved relative to base year

128

(9.15.2.12) Global environmental treaties/initiatives/ frameworks aligned with or supported by this target

Select all that apply

☑ None, alignment not assessed

(9.15.2.13) Explain target coverage and identify any exclusions

All water consumption in our organization is included, except for one facility in our supply chain, which is not operated by us.

(9.15.2.15) Actions which contributed most to achieving or maintaining this target

The main actions that contributed to achieving and maintaining our water management target include the implementation of water-efficient technologies, regular monitoring of consumption, awareness programs for employees, and supplier engagement to ensure sustainable water use across the value chain.

(9.15.2.16) Further details of target

Key actions to achieve our water management target included implementing water-efficient technologies, monitoring and tracking consumption, promoting employee awareness, engaging suppliers on sustainable water practices. These measures have contributed to measurable reductions in water use and improved overall water efficiency.
[Add row]

C10. Environmental performance - Plastics

(10.1) Do you have plastics-related targets, and if so what type?

(10.1.1) Targets in place

Select from:

☑ Yes

(10.1.2) Target type and metric

Plastic packaging

☑ Increase the proportion of renewable content from responsibly managed sources in plastic packaging

☑ Reduce or eliminate the use of hazardous substances

Plastic goods/products

☑ Reduce the total weight of plastics in our goods/products

(10.1.3) Please explain

One of our 2024 targets was to remove plastics cups by increasing sustainable products and services offered on board. In Waste Management, we follow a roadmap such as preventing waste from occurring, promoting the use of circular resources and preferring sustainable products. We encourage the reuse of products and then direct them to recycling, energy recovery or disposal processes. We monitor and implement our waste management through national and international legislation and environmental management systems such as ISO 14001 Environmental Management System and IEnvA. We provide waste management and zero waste trainings to all our employees to raise awareness on waste management and manage our resource use with digital solutions. We develop projects to reduce waste generation both on our campuses and on aircraft board and aim to expand our in-cabin sorting practices. We work to separate our waste and bring it back into the economy, and we follow an environmentally friendly policy by using recyclable plastic packaging. We aim to increase the percentage of recycled nylon with our improvements. We send organic, paper and packaging waste to licensed recycling companies in catering production and distribution areas. We make efforts to reduce the use of plastic in packaging materials and waste from packaging and prioritize reusable and recyclable products in material selection. We evaluate the environmental, economic and legal impacts of single-use plastics and take steps to reduce their use. We prefer reusable equipment, especially in the catering offered to customers on international

flights. We have taken important steps to reduce single-use plastics in 2023, and we continue to work on this issue. We work on alternative solutions to replace single-use plastics in products provided on board the aircraft. In addition, since 2018, we have been using compostable raw materials in headset and passenger blanket packaging and offering wooden mixers. We prioritize the control and reduction of chemical substances in our operations and ensure efficiency in anti-icing and aircraft painting processes. Furthermore, we take necessary actions to inform our employees about hazardous substances and create awareness about their effects and general precautions. We are scaling up our efforts to reduce the use of single-use plastics by using more sustainable products. In this scope, we fulfill our environmental responsibility through our membership in aviation industry associations and participation in national initiatives. By prioritizing human and environmental health in material choices, we minimize the use of plastics and evaluate plastic alternatives. In 2023, we took important steps to reduce single-use plastics. Especially in our on-board services, we reduce our environmental impact by using compostable materials instead of plastic and offering FSC-certified wooden toys. Furthermore, we collaborate with authorized companies for the recycling of our plastic packaging. In line with our goal of offering our passengers a comprehensive, privileged and also sustainable travel experience that meets all their needs, sustainable products and services are of critical importance to us. Our efforts to reduce plastic use include reducing the use of plastic in packaging materials and the amount of waste from packaging. At the planning stage, we take care to select materials according to the principles of "reusability" and "recycling." For example, we use washable materials in the majority of our international services. In addition, we prefer materials made from sugar cane or corn starch instead of single-use plastics. We have reduced the amount of plastic by approximately 20 tons annually by replacing the stirring sticks of welcome drinks especially for our business class passengers with PLA-based materials produced from sugar cane. Furthermore, we reduced plastic consumption by 18 tons annually by using wooden mixers instead of plastic mixers in the sugar mixer sets used in our flights. While we continue to be sensitive to waste management, in line with our Sustainability Policy, our Sustainability Committee decided to replace the products used on board with sustainable ones, and we started to implement this in all our flights. Moreover, we have developed the content of our travel sets in line with sustainability principles. The toy sets in the children's kits were also specially prepared to raise environmental awareness and sensitivity. In line with our Sustainability Policy, we implement practices such as cleaning and re-serving used products in order to reduce the amount of waste and extend the service life of products.
[Fixed row]

(10.2) Indicate whether your organization engages in the following activities.

Production/commercialization of plastic polymers (including plastic converters)

(10.2.1) Activity applies

Select from:
☑ No

(10.2.2) Comment

-

Production/commercialization of durable plastic goods and/or components (including mixed materials)

(10.2.1) Activity applies

Select from:

☑ No

(10.2.2) Comment

-

Usage of durable plastics goods and/or components (including mixed materials)

(10.2.1) Activity applies

Select from:

☑ Yes

(10.2.2) Comment

-

Production/commercialization of plastic packaging

(10.2.1) Activity applies

Select from:

☑ No

(10.2.2) Comment

-

Production/commercialization of goods/products packaged in plastics

(10.2.1) Activity applies

Select from:

☑ No

(10.2.2) Comment

-

Provision/commercialization of services that use plastic packaging (e.g., food services)

(10.2.1) Activity applies

Select from:

☑ Yes

(10.2.2) Comment

-

Provision of waste management and/or water management services

(10.2.1) Activity applies

Select from:

☑ No

(10.2.2) Comment

-

Provision of financial products and/or services for plastics-related activities

(10.2.1) Activity applies

Select from:
☑ No

(10.2.2) Comment

-

Other activities not specified

(10.2.1) Activity applies

Select from:
☑ No

(10.2.2) Comment

-
[Fixed row]

(10.4) Provide the total weight of plastic durable goods and durable components produced, sold and/or used, and indicate the raw material content.

Durable goods and durable components used

(10.4.1) Total weight during the reporting year (Metric tons)

4297.5

(10.4.2) Raw material content percentages available to report

Select all that apply

☑ None

(10.4.7) Please explain

We consider conducting a comprehensive analysis of these materials to provide accurate data on their weight and raw material content. We anticipate completing this analysis and reporting this data within two years.
[Fixed row]

(10.5) Provide the total weight of plastic packaging sold and/or used and indicate the raw material content.

Plastic packaging used

(10.5.1) Total weight during the reporting year (Metric tons)

2902

(10.5.2) Raw material content percentages available to report

Select all that apply
☑ % virgin fossil-based content

(10.5.3) % virgin fossil-based content

100

(10.5.7) Please explain

For this analysis, we've assumed that the quantity used here is equivalent to the annual plastic waste amount. As we couldn't access the breakdown of recycled and renewable content, all of it has been considered as fossil-based. A detailed study on this matter is aimed to be conducted within the next two years.
[Fixed row]

(10.5.1) Indicate the circularity potential of the plastic packaging you sold and/or used.

Plastic packaging used

(10.5.1.1) Percentages available to report for circularity potential

Select all that apply

☑ % technically recyclable

(10.5.1.3) % of plastic packaging that is technically recyclable

100

(10.5.1.5) Please explain

According to Turkish Airlines' plastic waste management data, the amount of technically recyclable plastic packaging is 2,902 kg, and the collected plastic packaging is handled by municipalities. In terms of end-of-life management pathways, 100% of the plastic waste is processed through recycling, indicating a complete recycling rate with no landfill reported.
[Fixed row]

(10.6) Provide the total weight of waste generated by the plastic you produce, commercialize, use and/or process and indicate the end-of-life management pathways.

Usage of plastic

(10.6.1) Total weight of waste generated during the reporting year (Metric tons)

2902

(10.6.2) End-of-life management pathways available to report

Select all that apply

☑ Recycling

(10.6.4) % recycling

100

(10.6.12) Please explain

According to Turkish Airlines' plastic waste management data, the amount of technically recyclable plastic packaging is 2,902 kg, and the collected plastic packaging is handled by municipalities. In terms of end-of-life management pathways, 100% of the plastic waste is processed through recycling, indicating a complete recycling rate with no landfill reported.
[Fixed row]

C11. Environmental performance - Biodiversity

(11.2) What actions has your organization taken in the reporting year to progress your biodiversity-related commitments?

(11.2.1) Actions taken in the reporting period to progress your biodiversity-related commitments

Select from:
☑ Yes, we are taking actions to progress our biodiversity-related commitments

(11.2.2) Type of action taken to progress biodiversity- related commitments

Select all that apply
☑ Species management
[Fixed row]

(11.3) Does your organization use biodiversity indicators to monitor performance across its activities?

	Does your organization use indicators to monitor biodiversity performance?
	Select from: ☑ No

[Fixed row]

(11.4) Does your organization have activities located in or near to areas important for biodiversity in the reporting year?

	Indicate whether any of your organization's activities are located in or near to this type of area important for biodiversity	Comment
Legally protected areas	*Select from:* ☑ Data not available	-
UNESCO World Heritage sites	*Select from:* ☑ Data not available	-
UNESCO Man and the Biosphere Reserves	*Select from:* ☑ Data not available	-
Ramsar sites	*Select from:* ☑ Data not available	-
Key Biodiversity Areas	*Select from:* ☑ Data not available	-
Other areas important for biodiversity	*Select from:* ☑ Data not available	-

[Fixed row]

C13. Further information & sign off

(13.1) Indicate if any environmental information included in your CDP response (not already reported in 7.9.1/2/3, 8.9.1/2/3/4, and 9.3.2) is verified and/or assured by a third party?

	Other environmental information included in your CDP response is verified and/or assured by a third party
	Select from: ☑ Yes

[Fixed row]

(13.1.1) Which data points within your CDP response are verified and/or assured by a third party, and which standards were used?

Row 1

(13.1.1.1) Environmental issue for which data has been verified and/or assured

Select all that apply

☑ Climate change

(13.1.1.2) Disclosure module and data verified and/or assured

Disclosure of risks and opportunities

☑ Other data point in module 3, please specify :Carbon pricing

(13.1.1.3) Verification/assurance standard

Climate change-related standards

☑ Other climate change verification standard, please specify :UK ETS Emissions Trading Scheme

(13.1.1.4) Further details of the third-party verification/assurance process

Verified Scope 1 emissions in metric tons CO2e covered by UK ETS.

(13.1.1.5) Attach verification/assurance evidence/report (optional)

THY_UK ETS 2024 Emissions.pdf
[Add row]

(13.2) Use this field to provide any additional information or context that you feel is relevant to your organization's response. Please note that this field is optional and is not scored.

	Additional information
	N/A

[Fixed row]

(13.3) Provide the following information for the person that has signed off (approved) your CDP response.

(13.3.1) Job title

Chief Executive Officer

(13.3.2) Corresponding job category

Select from:
☑ Chief Executive Officer (CEO)
[Fixed row]

(13.4) Please indicate your consent for CDP to share contact details with the Pacific Institute to support content for its Water Action Hub website.

Select from:
☑ Yes, CDP may share our Disclosure Submission Lead contact details with the Pacific Institute