C0. Introduction

C0.1

(C0.1) Give a general description and introduction to your organization.

Established in 1933, Turkish Airlines has been the flag carrier airline of the Republic of Türkiye for 90 years. Turkish Airlines' main fields of activity are all types of domestic and international passenger and cargo air transportation. THY, originally established as a wholly state-owned enterprise, was included in the scope of privatization in 1990. Today, 50.88% of the Company's shares have been offered to the public and T.C. the 49.12% share in the Privatization Administration of the Ministry of Treasury and Finance was transferred to the Türkiye Wealth Fund in 2017. 1 Group C share is owned by T.C. It belongs to the Privatization Administration of the Ministry of Treasury and Finance. The paid-in capital of the Incorporation is TL 1.38 billion. Incorporation owns 6 subsidiaries and 12 joint ventures, adding up to 18 in total. Subsidiaries mainly consist of companies that provide services in the fields of maintenance, catering, ground handling and fuel supply. As of 2022, THY flies to a total of 342 destinations of which 53 are domestic and 289 are international. It increased the number of aircraft in its fleet by 19% in the last 5 years to 394 by the end of 2022, of which 373 are passenger aircraft including 110 wide-body and 263 narrow-body and 21 are freighters.THY, listed on the Istanbul Stock Exchange (BIST) under the name "THYAO", is subject to the provisions of the Turkish Commercial Code(TTK)and the regulations of the Capital Markets Board (CMB). Adopting the principles of transparency, fairness, responsibility and accountability in all its operations, it complies with all mandatory principles from the Corporate Governance Principles determined by the CMB and pays utmost attention to complying with non-mandatory principles.The Board of Directors consists of 9 members, 3 of which are independent, and elected by General Assembly. Together with its subsidiaries, it employs more than 65thousand people worldwide,and has grown steadily at double-digit rates in the last 10 years.Ithas managed to maintain the strong growth trend that it has been carrying out for more than 12 years with the increasing service quality in cargo operations, without any interruption this year. It has been a StarAlliance member since 2008. THY, flying to most countries in the world, connects many points in Türkiye and the world with its flight network reaching 129 countries, 337 cities&342 destinations. Carrying 44.8 mn passengers in 2021,THY carried 72 mn passengers with 394 aircraft in its fleet as of the end of 2022, making it the airline with the least decrease in passenger numbers among its competitors. We're deeply committed to our goal of contributing to sustainable development by carrying out our activities with a sense of responsibility towards society, the economy and the environment. Social, economic and environmental issues are prioritized, classified and constitute its sustainability strategy through a systematic process designed in line with international standards and incorporating the views and suggestions of external stakeholders. Our Sustainability Strategy roadmap is created by considering the primary social, economic and environmental issues, the mission, vision and core values of the THY, long-term goals, and the risks&opportunities that may arise while achieving these goals. With its holistic approach on sustainable growth, it prioritizes to operate responsibly, being a reliable and fair company with a careful and risk-sensitive execution.It bases its goals regarding sustainability on the UN SDGs.It conducted a comprehensive study to identify priority topics during the preparation process of 2021 SustainabilityReport. At the outset of the study, a framework was established consisting of the issues which might be important to the aviation sector. In the framework in which the expectations of sector and competitor practices,WEF Global Risk Reports, GRI, SASB,TCFD were taken into account, the priority of 17 SDGs for THY's sustainability perspective was evaluated in the study.The expectations and views of all stakeholders were received by conveying the identified material issues to the external stakeholders including investors and shareholders, customers, financial institutions, subsidiaries, suppliers, insurance&brokerage firms, as well as members of working groups, executives and employees of TurkishAirlines via online Turkish-English surveys.Upon the evaluation of output of the survey according to their significance levels in a workshop with the participation of nearly 100 employees consisting of THY Sustainability Working Group members,executives from various units, the results were presented to the approval of the senior management and the material issues were identified accordingly.**The Most Material Issues**

Flight Safety&Security

ClimateChange

Employee Health&Safety

Changes in Customer Expectations&Behaviour

Fleet Modernization&Development

Digitalization

BusinessContinuity

TalentManagement

WasteManagement

C0.2

(C0.2) State the start and end date of the year for which you are reporting data and indicate whether you will be providing emissions data for past reporting years.

Reporting year

Start date
January 1 2022

End date
December 31 2022

Indicate if you are providing emissions data for past reporting years
No

Select the number of past reporting years you will be providing Scope 1 emissions data for
<Not Applicable>

Select the number of past reporting years you will be providing Scope 2 emissions data for
<Not Applicable>

Select the number of past reporting years you will be providing Scope 3 emissions data for
<Not Applicable>

C0.3

(C0.3) Select the countries/areas in which you operate.
Turkey

C0.4

(C0.4) Select the currency used for all financial information disclosed throughout your response.
USD

C0.5

(C0.5) Select the option that describes the reporting boundary for which climate-related impacts on your business are being reported. Note that this option should align with your chosen approach for consolidating your GHG inventory.
Operational control

C-TO0.7/C-TS0.7

(C-TO0.7/C-TS0.7) For which transport modes will you be providing data?
Aviation

C0.8

(C0.8) Does your organization have an ISIN code or another unique identifier (e.g., Ticker, CUSIP, etc.)?

Indicate whether you are able to provide a unique identifier for your organization	Provide your unique identifier
Yes, a Ticker symbol	THYAO.IS
Yes, an ISIN code	TRATHYAO91M5
Yes, a Ticker symbol	THYAO.TI

C1. Governance

C1.1

(C1.1) Is there board-level oversight of climate-related issues within your organization?
Yes

C1.1a

(C1.1a) Identify the position(s) (do not include any names) of the individual(s) on the board with responsibility for climate-related issues.

Position of individual or committee	Responsibilities for climate-related issues
Chief Executive Officer (CEO)	While the responsibility for Turkish Airlines' impacts on the economy, environment and society rests with the Board of Directors and the Executive Committee, a Sustainability Committee was established in2021, whose members are Turkish Airlines Senior Executives. Chairperson of SC is CEO of THY, vice chairperson is Chief Investment and Technology Officer. SC consists of CEO, Chief Human Resources Officer,Chief Cargo Officer, Chief Corporate Development and IT Officer, Chief Financial Officer, Chief Marketing Officer, Chief Commercial Officer, Chief Flight Operations Officer, Chief Investment and Technology Officer and Corporate Sustainability Manager as SC Secretariat. How the individual's responsibility is related to climate issues: CEO is a member of Board of Directors and the executive responsible for chairing SC meetings. Climate-related issues, climate risks&strategy of THY, and stakeholder expectations are discussed at the SC meetings and reported directly to the Board by CEO, hence decisions taken by the SC are submitted to the approval of the Board at regular Board meetings. Responsibilities of CEO are to establish and sustain sustainability strategy, policy,and short, medium and long-term targets, track the status of sustainability performance indicators, ensure the corrective actions are taken, evaluate the expectations of stakeholders.4 sustainability sub-committees, that are Emissions Management, CSR and Communications Projects, Sustainable Practices and Sustainability Strategy were established in 2022. Mission of the sub-committees is to decide improvement projects that will increase sustainability performance of THY, monitor the progress of these projects and present them to SC. Example of a climate-related decision made by CEO within last 2 years: With Türkiye's ratification of Paris Agreement and its commitment to become net zero in carbon emissions by 2053, THY is reviewing its strategies by considering the agreements to which our country is a party, global requirements. THY supports the fight against climate change and makes a commitment to be “Carbon Neutral by 2050”.

C1.1b

(C1.1b) Provide further details on the board’s oversight of climate-related issues.

Frequency with which climate-related issues are a scheduled agenda item	Governance mechanisms into which climate-related issues are integrated	Scope of board-level oversight	Please explain
Scheduled – some meetings	Reviewing and guiding annual budgets Overseeing major capital expenditures Overseeing acquisitions, mergers, and divestitures Reviewing innovation/R&D priorities Overseeing and guiding employee incentives Reviewing and guiding strategy Overseeing and guiding the development of a transition plan Monitoring the implementation of a transition plan Overseeing and guiding scenario analysis Overseeing the setting of corporate targets Monitoring progress towards corporate targets Overseeing and guiding public policy engagement Overseeing value chain engagement Reviewing and guiding the risk management process	<Not Applicable>	Turkish Airlines integrates the sustainability approach into its business strategy in order to leave a more liveable world to future generations. For this purpose, Turkish Airlines works to extend the policies in aspect to all company departments from the management level to the lowest level of its organizational structure.While the responsibility for Turkish Airlines' impacts on the economy, environment and society rests with Board of Directors and the Executive Committee, a Sustainability Committee(SC) was established in2021.The SC carries out its activities in order to determine, review and continuously improve the climate-related strategies and targets among sustainability management strategy, sustainability policy, short, medium&long-term sustainability targets of the company.With this structure, the climate-related issues of THY are held at the Board level through the SC. The SC aims to create value by ensuring the economic, social and environmental sustainability aspects carried out at different levels at Turkish Airlines. The SC, which convenes under the chairmanship of CEO with the participation of the Chief Officers and the SVP (Senior Vice President) of Subsidiaries, convenes at least once every quarter and reports directly to the Board at regular board meetings.Board of Directors is comprised of 9 members, including 3 independent members, elected by General Assembly.Board of Directors shall approve the strategic targets,and continuously and effectively monitor these targets, as well as the activities of the Incorporation and its’ past performance.In doing so, Board shall strive to ensure compliance with international standards, and whenever necessary, take pre-emptive action to potential problems. In addition to the strategic targets set by the SC, Incorporation also sets annual targets to improve its sustainability performance.These targets are determined by taking the opinions of relevant units of Incorporation, published and assigned to the responsible unit managers by the senior management.The determined annual targets are reviewed at the Management Evaluation Meetings held with the participation of the senior management at regular intervals. Evaluated in the SC meetings, the decision of supporting TCFD and reporting on climate in line with TCFD Recommendations was approved by the senior management. In this regard, THY by taking its place amongst one of the global TCFD Supporters,considers that TCFD Recommendations create a beneficial framework for Incorporation, stakeholders and financial markets in terms of climate-related risks&opportunities with regards to increase transparency.In this direction, THY has begun its studies in order to report on climate in line with TCFD Recommendations.To understand the impacts of climate risks&opportunities on its business model and ensure the resilience of its strategy, THY carried out the low, medium and high impacts of transition and physical risks evaluation through scenario analysis.

C1.1d

(C1.1d) Does your organization have at least one board member with competence on climate-related issues?

	Board member(s) have competence on climate-related issues	Criteria used to assess competence of board member(s) on climate-related issues	Primary reason for no board-level competence on climate-related issues	Explain why your organization does not have at least one board member with competence on climate-related issues and any plans to address board-level competence in the future
Row 1	Yes	Our Chief Operational Officer, one of our Board members, received ISO 14001 Environmental Management System and Waste Management, ISO 14064 Greenhouse Gas Awareness, and Corporate Sustainability Training.	<Not Applicable>	<Not Applicable>

C1.2

(C1.2) Provide the highest management-level position(s) or committee(s) with responsibility for climate-related issues.

Position or committee
Chief Executive Officer (CEO)

Climate-related responsibilities of this position
Managing annual budgets for climate mitigation activities
Managing major capital and/or operational expenditures related to low-carbon products or services (including R&D)
Managing climate-related acquisitions, mergers, and divestitures
Providing climate-related employee incentives
Developing a climate transition plan
Implementing a climate transition plan
Integrating climate-related issues into the strategy
Conducting climate-related scenario analysis
Setting climate-related corporate targets
Monitoring progress against climate-related corporate targets
Managing public policy engagement that may impact the climate
Managing value chain engagement on climate-related issues
Assessing climate-related risks and opportunities
Managing climate-related risks and opportunities

Coverage of responsibilities
<Not Applicable>

Reporting line
Reports to the board directly

Frequency of reporting to the board on climate-related issues via this reporting line
More frequently than quarterly

Please explain
The Board of Directors is comprised of nine members, including 3 independent members, elected by the General Assembly. The Board of Directors shall approve the strategic targets, and continuously and effectively monitor these targets, as well as the activities of the Incorporation and its' past performance.

The Sustainability Committee(SC) at Turkish Airlines carries out its activities in order to determine, review and continuously improve the climate-related strategies and targets among sustainability management strategy, sustainability policy, short, medium, and long-term sustainability targets of the company and chaired by the CEO who is the General Manager of the company and a Board member. The CEO is the executive responsible for chairing the SC meetings. Climate-related issues, climate risks, climate strategy of the company, and stakeholder expectations are discussed at the SC meetings and reported directly to the Board by the CEO, and therefore decisions taken by the SC are submitted to the approval of the Board at regular Board meetings.

Duties and Responsibilities are to ensure that the necessary studies are carried out to determine the sustainability strategy, policy, short, medium and long-term goals of the company, To monitor, review and, if necessary, rearrange the short, medium and long-term objectives of the Sustainability Policy, To ensure that sustainability risks and opportunities in environmental, social and governance issues are managed and integrated into the sustainability strategy of the company, To ensure that necessary studies are carried out within the company in order to comply with national and international legislation, standards, rules, contracts, procedures and requirements in the field of sustainability, Evaluating the expectations of the stakeholders concerned with the current national and international developments in sustainability, ensuring that the best practices are projected within the Incorporation and monitoring the progress of the projects, Analysing the results by monitoring the status of sustainability performance indicators and ensuring that improvement actions are taken if necessary, Ensuring that employees are informed in line with the sustainability strategy and studies are carried out to adopt this strategy as a company culture, To ensure that the sustainability strategy, policy and practices are adopted by all stakeholders of the Incorporation,, Evaluating the requests regarding the Sustainability Performance Evaluations that the company will participate in and deciding whether to participate or not, To evaluate the issues that will affect the activities of the company, which are addressed in the national and international committees, technical teams and working groups of which the Incorporation is a member, responsible for authorizing Sub-Working Groups to be formed in the company., to Evaluate the project and decision proposals submitted by the Sustainability Sub-Committees.

C1.3

(C1.3) Do you provide incentives for the management of climate-related issues, including the attainment of targets?

	Provide incentives for the management of climate-related issues	Comment
Row 1	Yes	Providing both monetary and non-monetary incentives for employees is essential in effectively tackling climate change, as it promotes a culture of sustainability and encourages individual actions towards reducing carbon footprints along with driving the necessary transition towards a sustainable future by raising awareness about the climate-related issues.

C1.3a

(C1.3a) Provide further details on the incentives provided for the management of climate-related issues (do not include the names of individuals).

Entitled to incentive
Chief Executive Officer (CEO)

Type of incentive
Monetary reward

Incentive(s)
Bonus - % of salary

Performance indicator(s)
Board approval of climate transition plan

Incentive plan(s) this incentive is linked to
Long-Term Incentive Plan

Further details of incentive(s)
All employees, including our CEO, were entitled to bonus payments to their salaries within the framework of emission reduction projects and fuel savings with regard to our climate transition plan in 2022.

Explain how this incentive contributes to the implementation of your organization's climate commitments and/or climate transition plan
The performance indicator is in line with our near-term GHG emission targets and 2050 carbon-neutral airline target, which forms part of our climate transition plan.

C2. Risks and opportunities

C2.1

(C2.1) Does your organization have a process for identifying, assessing, and responding to climate-related risks and opportunities?
Yes

C2.1a

(C2.1a) How does your organization define short-, medium- and long-term time horizons?

	From (years)	To (years)	Comment
Short-term	0	3	In the aviation industry, which is subject to stringent regulations and where investment and technological advancements require considerable time in comparison to other sectors, the short-term is defined as a period between 0 to 3 years at Turkish Airlines. In other respects, the consequences of unfavorable occurrences in this industry are quickly felt and have the potential to significantly impact the sector. Consequently, short-term plans are established based on a three-year time frame.
Medium-term	3	10	We make our medium-term plans, especially our fleet investments, for a period of 10 years. Considering the dynamics of the sector, the factors affecting aviation are shaped in this time period. Almost all of our emissions are sourced from the combustion of aviation fuel and a new fleet may bring a considerable amount of energy and emission efficiency.
Long-term	10	20	We consider the long-term forecasts of national and international organizations in the industry (IATA, ICAO, Boeing, Airbus, etc.) in our analyses. In addition, depending on technological development and government policies, the effect of long-term expectations may emerge in a shorter time. For this reason, we closely follow long-term goals and expectations and we can reflect them on our medium and short-term goals depending on the developments.

C2.1b

(C2.1b) How does your organization define substantive financial or strategic impact on your business?

We carry out our activities, in other words, our business model in an external environment that includes economic conditions, technological changes, social problems & environmental challenges. This external environment has an impact that creates both risk & opp. for our business model. Therefore, we consider the effects of the external environment on our ability to create value. With this perspective, we believe that climate emergency is a phenomenon that may significantly affect our industry both financially and strategically.

Definition of substantive financial or strategic impact: While determining the severity of the risk/opportunity, the compliance requirement, reputation, deviation from the process target, loss of income, occupational health and safety, and cost increase effects are taken into consideration. While determining the risk/opportunity severity level, the "Process Risk and Opportunity Evaluation Procedure Severity Level Table" is evaluated from top to bottom and the severity level corresponding to the first criterion suitable for the risk/opportunity is selected. If the risk/opportunity meets one of the criteria corresponding to the same risk/opportunity severity level, it is sufficient for it to be at the relevant level. According to the “Process Risk and Opportunity Evaluation Procedure,” if the risk has a negative impact of more than 15% on Process Revenue, the Risk/Opportunity Severity Level is considered very high.

Quantifiable indicators used to define substantive financial impact:

REVENUE 18.426 billion USD (2022)

EBITDA 4.947 billion USD (2022)

MARKET CAP 10.390 billion USD (2022)

15% of the above-mentioned figures are as follows and evaluated as the substantive financial impact on the company:

15% of REVENUE is 2.7639 billion USD

15% of EBITDA is 742.05 billion USD

15% of MARKET CAP is 1.5585 billion USD

Therefore; any risks including climate-related and environmental risks that may lead to above mentioned 15% figures could be qualified as “high risk”.

C2.2

(C2.2) Describe your process(es) for identifying, assessing and responding to climate-related risks and opportunities.

Value chain stage(s) covered
Direct operations
Upstream
Downstream

Risk management process
Integrated into multi-disciplinary company-wide risk management process

Frequency of assessment
More than once a year

Time horizon(s) covered
Short-term
Medium-term
Long-term

Description of process
In order to determine the financial risk management strategy of the Company and to carry out the necessary actions in the scope of financial risk management, the Treasury and Risk Management Commission has been established. The Commission holds meetings on a regular basis under the chairmanship of the CFO and participation of SVP Finance, SVP Accounting and Financial Control, VP Treasury, and all other related managers.

Climate-related risks and opportunities are evaluated, managed, identified, and responded to with a company mechanism that is integrated into Turkish Airlines’ multi-disciplinary company-wide risk management process. There are several departments at Turkish Airlines to handle the risk and opportunities as described below. Risks and Opportunities including climate-related ones are evaluated over the entire value chain of the company at least once a year including short, medium, and long-term climate-related risks and opportunities. Operational risks, supplier risks at the upstream process, and downstream risks are included in the Risk and Opportunities Management Procedures of the company.

--IDENTIFICATION of the Risk: Climate-related risks and opportunities are evaluated in accordance with the Environmental SWOT Analysis to attain the targeted outputs of the Environmental Management System through a Risk Assessment approach. In the Environmental SWOT Analysis, the internal strengths and weaknesses and the external opportunities and risks in relation to climate issues are determined. The assessment of the risks and opportunities is conducted by identifying the current measures in relation to the risks and opportunities and determining the severity level, possibility level, and risk/opportunity coverage actions; at least once a year including upstream, downstream, and direct operation of the company overseeing short-medium and long time frames. To develop the desired effects, to prevent or reduce the undesired

effects are as follows:
The risks identified as per the “Process Risk and Opportunity Evaluation Procedure”
The legal and voluntary legislation that the company is obliged to comply with
Environmental processes of the company
Stakeholder expectations
Environmental risks and opportunities are reviewed more than once a year in case of a change in resources with these above-listed topics and updated if necessary.

--ASSESSMENT of the Risk: Environmental Management System, TCFD, and CDP by the Chief Investment and Technology Office/Corporate Sustainability Management, risks and opportunities determined as a result of Environmental SWOT Analysis within the scope of Environmental Risk/Opportunity Evaluation Form, Climate-Related Risk and Opportunity Evaluation Form and Emission Risk Evaluation Form. Environmental Risk/Opportunities are analyzed by considering the consequences of the uncertain situation, which is thought to be the source of the risk and opportunity and the possibility of this outcome. In this evaluation, the results of the uncertain situation are classified as the severity score, and the probability of this outcome is classified as the probability score; at least once a year including upstream, downstream, and direct operation of the company overseeing short-medium and long time frames. The final assessment score of risks and opportunities is calculated by taking into account the measures currently being implemented and aimed at reducing the severity and/or probability of the risk, and environmental risks and opportunities are prioritized.

While determining the severity level of the risks and opportunities, the "Risk/Opportunity Severity Level Table" is used, which includes indicators such as environmental impact, meeting compliance requirements, impact on reputation, and company credibility. Criteria for opportunities are considered positively and for risks negatively. For example, if the severity level of impact of the risk is assessed as “20”, the degree of the risk is accepted as “very high” whereas if the severity level is assessed as “0.1”, the degree would be “Almost Non-Existing”.

Risks with “High” and “Very High” severity may have low-Risk Levels when they have low levels of probability.
These risks should be taken into consideration in implementation. Whatever their possibilities are, risks
with a severity of "High" or "Very High" should be assessed as risks with a Risk Level of "High" or "Unacceptable".

--Process for responding to climate-related risks: At Turkish Airlines responding process of risk is handled under the “Planning and Implementation of Improvements for Mitigation of Risks and Meeting of Opportunities” topic.

Environmental risks and opportunities determined as Unacceptable/High Priority, High/Priority, and Acceptable/Evaluable are presented according to their priorities at the Compliance Review Board Meetings and Sustainability Committee Meetings. According to the Risk and Opportunity Evaluation Matrix, the Senior Management decides whether these risks and opportunities are Acceptable/Applicable for the company. When it is decided to reduce or eliminate the determined risk to an acceptable level or to implement a determined opportunity, the unit causing the risk/opportunity is determined by the Chief Investment; at least once a year including upstream, downstream, and direct operation of the company overseeing short-medium and long time frames.

In order to reduce or eliminate the level of risk, - Accepting the Risk - Reducing the Level of Risk - Transfer of Risk methods are evaluated and applied.

Accepting the Risk: If the necessary precautions have been taken for the risk and the current risk level has been evaluated as a result of the assessment, the risk is considered acceptable if it is decided to undertake the risk in its current form.
Reducing the Risk Level (Risk Avoidance): Creating additional controls to reduce the severity and/or probability of the risk is considered as reducing the risk level. These controls may include new investment, redesign of the process, termination of the relevant activity, etc. may form.
Transfer of Risk: It is the transfer of risk in order to reduce or eliminate the effect in case of risk. risk transfer; financial instruments, 3rd party companies or outsourcing and service procurement contracts.

According to the results of the opportunity evaluation, the action to meet the opportunity is determined; at least once a year including upstream, downstream, and direct operation of the company overseeing short-medium and long time frames. Opportunity fulfillment action types are as follows:

Seizing the Opportunity: Realizing the opportunity.
Ignoring Opportunity: Refusing to realize the opportunity.

C2.2a

(C2.2a) Which risk types are considered in your organization's climate-related risk assessments?

	Relevance & inclusion	Please explain
Current regulation	Relevant, always included	In order to ensure full compliance with laws and national and international requirements, we periodically conduct management evaluations and conduct environmental inspections in the field. We report our greenhouse gas emissions in line with the requirements of the CORSIA, EU ETS and TS EN ISO 14064-1 (Calculation of Greenhouse Gas Emissions and Removals at Organizational Level) Standards, and our calculations were verified by third-party independent verifier bodies annually. In addition, we have been included in the UK ETS process as of 2021 and we have started to monitor our emissions in this context. Within the scope of the EU ETS, the scope of which was limited to flights departing and landing within the borders of the European Economic Area in 2016 by the European Union, we directly monitor, calculate and have our emissions verified by an authorized independent certification body. We fulfill all the necessary notifications under the EU ETS and follow the developments closely. In 2021, the following corresponding amounts of credits were paid to relevant ETS schemes: EU ETS (EUA): 6.671 UK ETS (UKA): 2.297 Starting from the voluntary phase, we have accepted the CORSIA requirements for carbon neutralization. The base year of the CORSIA was designed to be 2019-2020. However, since the emissions in 2020 were very low due to the pandemic, there is an ongoing debate on taking 2019 as the base year. At the recent 41st ICAO Assembly in Montreal, countries agreed to a new CORSIA baseline. CO2 emissions in 2019 will now be the baseline for the pilot phase of CORSIA (2021-2023), and then of 85% of CO2 emissions in 2019 for 2024-2035. Percentages of the sectoral and individual operator’s growth factors for the calculation of offsetting requirements under CORSIA were also revised: 100% sectoral for 2021 – 2032; and 85 % sectoral and 15% individual for 2033-2035 27 internal audits were carried out within the scope of ISO 14001 Environmental Management System (EMS), ISO 14064, SHT-CORSIA and QUALITEAM in 2022. The actions to be taken for the findings were assigned to the relevant units and monitored. 100% compliance with the 2021 Target has been achieved. Within the scope of CORSIA, an internal and external audit was carried out in 2022. For the EU ETS and UK ETS, an external audit (verification audit) was carried out in 2022 as well. 23 QUALITEAM audits were carried out in 2022 and 52 QUALITEAM audits in 2021 were carried out.

	Relevance & inclusion	Please explain
Emerging regulation	Relevant, always included	Emerging regulations on climate-related issues have been developing at national and international levels. We are monitoring upcoming regulatory frameworks as part of our risk identification and risk management processes explained in C2.2. Regulation on the Uplifting of Sustainable Aviation Fuel (SAF) Obligation from has been drafted by the DIRECTORATE GENERAL OF CIVIL AVIATION (DGCA) of Türkiye. It was published on 03/08/2022. Turkish Airlines will have to uplift SAF blended fuel containing SAF at certain composition rates as well as other airline companies that operate at Turkish airports. The mandating regulation states that all aircraft operators that operate aircraft which are bigger than 5700 MTOW to uplift SAF blended aviation fuel regardless of the operator's nationality on the international flights departing from Türkiye to land in CORSIA member countries' airports. The blending composition of SAF in the fuel is listed as follows; --1% in 2026 --2% in 2027 --3% in 2028 --4% in 2029 --5% in 2030 If this emerging regulation risk is actualized in the near future, Turkish Airlines will face the financial consequences of this Uplifting of Sustainable Aviation Fuel (SAF) Obligation risk. This risk has been detailed below in C 2.3a as Risk 1.
Technology	Relevant, always included	Thanks to technological developments and investments, the reduction of carbon emissions is ensured and more effective progress can be achieved in the fight against the climate crisis. Our Incorporation also includes the effects of technological risks within the scope of risk assessment. Almost all of our emissions are sourced from the combustion of aviation fuel and new aircraft with up-to-date technology may bring a considerable amount of energy and emission efficiency. Turkish Airlines, boasting one of the youngest and most modern fleets in the world, has 394 aircraft in its fleet as of the end of 2022; 263 narrow-body and 110 wide-body aircraft and 21 freighters. We keep investing in our exceptional fleet, with an average age of 8.7 years. In 2020, Turkish Airlines restructured its fleet. As a result of this effort, Turkish Airlines has 11 A350-900 aircraft in its fleet, after taking delivery of six additional aircraft of this type in 2022. At year's end, THY had 27 new generations of wide-body aircraft in its fleet, including 16 B787-9 Dreamliner-type aircraft. In addition to the wide-body aircraft, a total of 37 new generation narrow-body A321 NEO aircraft, which were ordered in 2013, were delivered by the end of 2022; Deliveries are planned to be completed by the end of 2028. In addition, deliveries of MAX aircraft were completed in 2022 and currently, 25 MAX aircraft are operating in the Turkish Airlines fleet. With the higher product quality and greater cost advantage provided by the new generation aircraft, Turkish Airlines boosted its revenue and market share thanks to an increased frequency of some long-haul flights, especially in the American market. We also expanded our capacity in the American market as well as in the Asian, Middle, African, and Eastern European markets, which have significant passenger potential. New generation wide-body aircraft deliveries are planned to be completed by the end of 2027. Turkish Airlines ordered new generation A321 NEO and B737 MAX aircraft in 2013. These aircraft were first added to the fleet in 2018, yielding an average of 15% in fuel savings compared to their counterparts. According to plans, all these aircraft will have joined the fleet by 2028, resulting in a significant saving in fuel consumption per seat in the narrow-body aircraft fleet by that date.
Legal	Relevant, always included	Environmental legal regulations to which our Incorporation is subject to followed and compliance audits are carried out each year. Additionally, environmental monitoring is carried out in the field. The regulations brought by the regulators can significantly affect the income, expense, and profitability of the sector. In order to ensure full compliance with laws and national and international requirements, the results are brought to the agenda within the scope of Management Evaluation meetings. As a result of the audits conducted in 2021, it has been observed that there is 100% compliance at all our locations. 27 internal audits were carried out within the scope of ISO 14001 Environmental Management System (EMS), ISO 14064, SHT-CORSIA and QUALITEAM, and the actions to be taken for the findings were assigned to the relevant units and monitored. Within the scope of CORSIA, an internal and external audit was carried out in 2022. For the UK ETS and EU ETS, an external audit (verification audit) was carried out in 2022. 23 QUALITEAM audits were carried out in 2022
Market	Relevant, always included	According to the research carried out by the United Nations Intergovernmental Panel on Climate Change (IPCC), the aviation industry produces approximately 2% of the anthropogenic GHG emissions that cause global warming, and again, according to the IPCC determinations, the aviation industry is among the sectors that are difficult to decarbonize by its nature. However, air transport is the first sector to set a collective net zero target and establish a comprehensive emissions reduction strategy. Failure to adequately inform customers about the comprehensive and effective work carried out by airline companies to achieve these goals may strengthen the "shame of flying" effect. This may lead to a decrease in demand for the air transport sector and a decrease in the economic contribution of the sector. Turkish Airlines increased its passenger revenues by 28% compared to 2019 and generated a revenue of 18.4 billion USD. Considering 77% of our revenue comes from customers, Turkish Airlines considers it a substantive risk as the risk from reduced demand may affect our revenue. Accordingly, due to the current and emerging national and international regulations, there has been an increasing demand by corporate customers and the investor's universe on the subject of corporates' aligning their businesses with a 1.5 world posing a risk to our company. That is, investors need to make sure that their investee companies perform their business in a holistic way with sustainability and manage their financial risks arising from climate change. Thus, Turkish Airlines considers it a substantive risk, and as part of our efforts to manage this risk, we are acting to reduce our carbon footprint and we have deployed a comprehensive fuel efficiency program along with our environmental initiatives and fleet renewal strategy to improve our fuel efficiency. Turkish Airlines prioritizes the expectations and demands of its stakeholders, value chain, and customers by surveying its stakeholders on defining the most material subjects.
Reputation	Relevant, always included	Turkish Airlines is a publicly traded company with a high market value. Issues related to climate change can have a positive or negative impact on an organization's reputation. The reputation of Turkish Airlines may affect both the investors and customers. Consequently, the market value and revenue, and profitability may be affected. According to the Process Risk and Opportunity Evaluation Procedure, if the risk has an "International Reputation Effect", the severity level is "Very High"; If there is a "Negative Reputation Impact at the National Level", it is evaluated as "High". The market value of the company as of the year-end of 2022 is 10.390 billion USD. If any reputational risk negatively impacts Turkish Airlines' market value by 1% as a result of investor exit, it will lead to a decrease of approximately 103.90 million USD in the market value.
Acute physical	Relevant, always included	With the increasing effects of climate change, extreme weather conditions and weather changes may bring risks to our flight operations and cargo transportation activities. In cold weather conditions, it should be necessary to wash aircraft with alcohol compounds to maintain the flight safety of the fleet. Another problem that can occur with extreme weather conditions may also delay departure and landing. This may indirectly lead to the use of more fuel and, consequently, to an increase in carbon emissions. A total of 1.030.381 litres of pure de-icing fluid was consumed in 2022. Furthermore, high temperatures may defect the surface of the runway and cancellations of flights and the diversion of arrivals may occur.
Chronic physical	Relevant, always included	Changing weather conditions due to climate change can cause a flight to be cancelled. When all routes are taken into account, a revenue loss is expected with a round trip cancellation (all travel income is taken into account, not only the remaining income on the line.) In order to take into account that the aircraft cannot be used effectively, fixed+indirect costs are added to other lines. As a result, we can state that cancelling a flight will cause loss in the revenue.

C2.3

(C2.3) Have you identified any inherent climate-related risks with the potential to have a substantive financial or strategic impact on your business?

Yes

C2.3a

(C2.3a) Provide details of risks identified with the potential to have a substantive financial or strategic impact on your business.

Identifier
Risk 1

Where in the value chain does the risk driver occur?
Direct operations

Risk type & Primary climate-related risk driver

Emerging regulation	Mandates on and regulation of existing products and services

Primary potential financial impact
Increased direct costs

Climate risk type mapped to traditional financial services industry risk classification
<Not Applicable>

Company-specific description
The aviation industry generates approximately 2% of the world's man-made emissions of carbon dioxide. However, if no action is taken, this rate might increase further due to the increase of global air traffic as projected in well-acknowledged physical scenarios.

Risk: While acknowledging the fact stated above, there is an arising risk: civil aviation authorities of several countries began setting market-based measures in addition to participating in CORSIA which is a scheme to mitigate carbon emissions by offsetting through purchasing carbon offsets.

While all EEA-EFTA (27 EU states plus Iceland, Liechtenstein and Norway) states are participants of CORSIA, they are enacting a law requiring all aircraft operators, regardless of nationality, to increase sustainable aviation fuel (SAF) by a certain composition ratio before leaving airports. Sweden is one European state that passed this legislation with a 0.8% SAF blending ratio, which is increased to 1.7% in 2022. France and Norway have the same SAF mandates as well. Turkish Airlines operates from these airports accordingly, and the financial impact of SAF blending mandates is considered moderate or less relative to Turkish Airlines' total revenue.

Impact specific to the company: In 2022, the Turkish Directorate General of Civil Aviation announced that the directorate is going to officialize a currently in-draft regulation to mandate all airlines to uplift blend fuel of SAF and Jet-A1 on the international flights departing from Türkiye to land in CORSIA member countries' airports between the period of 2026-2030, as specified as Relevant risk in above question "C2.2.a" in "Emerging Regulation" row. When this emerging regulation comes into force, the SAF composition ratio in blend starts at 1% in 2026 and increases annually to 5% by 2030. As the flag carrier of Türkiye, approximately 50-55% of Turkish Airlines' CORSIA flights departed from Türkiye to CORSIA countries in 2022, which includes countries that are not currently participating but going to compulsorily join the CORSIA scheme in the mandatory phase.

Time horizon
Short-term

Likelihood
Virtually certain

Magnitude of impact
Medium-high

Are you able to provide a potential financial impact figure?
Yes, an estimated range

Potential financial impact figure (currency)
<Not Applicable>

Potential financial impact figure – minimum (currency)
1239478400

Potential financial impact figure – maximum (currency)
1518316800

Explanation of financial impact figure
The figure given above has been computed by projecting the future need for fuel consumption of Turkish Airlines flights that have to comply with this emerging regulation. The reference consumption value is the actual fuel consumption of 2022. There are two reasons why this value is chosen to work with. It is assumed that Turkish Airlines recovered from pandemic losses as key performance index comparison proves: Available seat kilometer (ASK) and revenue passenger kilometer (RPK) of 2022 exceeded the values of 2019 by 7.3% and 8.5% respectively; therefore, Turkish Airlines' traffic and fuel consumption data of 2022 are reliable to be used as a base value. The other reason is constantly updating Turkish Airlines forecasts on demand. The projection calculations on future fuel consumption need demand forecasting and this forecast is annually revised in 2022 with adjustable which are set after the decisions taken in 2022 such as growing the fleet much more rigorously. Turkish Airlines studies multiple demand scenarios for forecasting and that is why there are two SAF needs from two demand scenarios.

The fuel consumption of flights from Türkiye to non-CORSIA participant countries are excluded from the total fuel consumption of 2022 to sort the fuel consumption of flights that are within the scope of the regulation. The conditioned consumption is then increased in direct proportion to the demand forecast annually. Finally, each forecasted annual fuel result is multiplied by the percentages set on regulation for all consecutive years to get yearly SAF need in accordance with the regulation. The cumulative sum returns the total SAF need between 2026 to 2030 which is found to be 490,300 and 600,600 tons for two different scenarios.

The financial impact figure of these needs are computed by multiplying the total need by a constant price of $2528 which is set as the premium price, the extra cost of SAF over conventional jet fuel, for one ton of neat SAF.

Potential financial impact—minimum = $/t 2,528 x 490,300 t = $ 1,239,478,400
Potential financial impact—maximum = $/t 2,528 x 600,600 t = $ 1,518,316,800

Cost of response to risk
18400000000

Description of response and explanation of cost calculation
Description: Turkish Airlines(THY) aims to mitigate this risk, therefore plans to reduce fuel consumption to minimize the volume of SAF to be mixed in fuel. The largest amount of fuel saving can be achieved by investing in new-gen aircraft: New-generation aircraft consume 14-16% less fuel per unit capacity in narrow body and 20-25%

less in wide body. While adding new-gen aircraft, old aircraft will be pulled off from the fleet, increasing the share of efficient new-gens in THY fleet.

Case Study with Timeline of THY's Actions:

02/2022—New-gen's actual fuel-saving performances are evaluated by THY. Different new-gen aircraft flights are compared to their equivalent old version model flights in same route for one month. 30 A350 and 36 B777-300ER flights from IST to JFK in February,2022 are analysed. The effects of seat configuration, weather, flight time etc. are excluded by normalizing data by some parameters and collecting more data, thus creating opportunity for data segmentation. B787-9 vs. B777-300ER analysis is also done in this month.
03/2022—Same procedure is applied for A321 NEO vs. A321-200 flights in IST-AMS route.
04/2022—The analysis is done for B737-8 MAX vs. B737-800. The analyses confirm that all new-gen models save fuel within fuel-saving ranges provided by the manufacturers.
05/2023—THY made it public that 75% of THY's fleet is expected to be new-gen in 2033, and THY decided to initiate talks with the aircraft manufacturers in order to procure around 600 aircraft comprising 200 wide-body and 400 narrow-body.

Explanation of Cost:
The premium cost of new-gens over antecedent models with about the same seat capacity is THY's cost of response because sole reason to pay this premium is to use less fuel and so abstain from the risk. Since aircraft models for this planned order are uncertain, the premium price calculation is between one model for each body type.

The premium (price of old tech unit deducted from the new-gen unit) for narrow-body, calculated for the selected new B737 MAX price ($121.6 million) and the old tech B737-800 price ($106.1 million), is $6,200,000,000.
400 x [121,600,000 – 106,100,000] = $6,200,000,000

The premium for wide-body is $10,187,000,000 with selected Airbus A350-900 ($317.4M) and legacy A330-300 ($256.4M) models.
200 x [317,400,000 – 256,400,000] = $12,200,000,000

Their sum is the total cost and is $18,400,000,000.

Comment

C2.4

(C2.4) Have you identified any climate-related opportunities with the potential to have a substantive financial or strategic impact on your business?
Yes

C2.4a

(C2.4a) Provide details of opportunities identified with the potential to have a substantive financial or strategic impact on your business.

Identifier
Opp1

Where in the value chain does the opportunity occur?
Direct operations

Opportunity type
Products and services

Primary climate-related opportunity driver
Development and/or expansion of low emission goods and services

Primary potential financial impact
Reduced direct costs

Company-specific description
The aviation industry is actively addressing the adverse environmental impact of air travel, with a primary focus on reducing greenhouse gas emissions. Turkish Airlines' strategy is no different: THY acknowledges that 99% of scope 1 emissions that constitute 79% of its all carbon emissions are due to fuel consumption; therefore, THY's climate-related opportunity is clear: If Turkish Airlines can succeed in flying more efficiently, THY will reduce its carbon emissions and pay less for its biggest operational expense item, fuel. Turkish Airlines is aware of this opportunity, and so invests in cutting-edge technologies such as new seating and fuel-efficient avionic applications. These investments aim to minimize carbon footprint and promote cleaner skies while paying off itself by reducing fuel costs. Additionally, project-based fuel-saving practices are carried out.

Two aircraft manufacturers, Boeing and Airbus, introduce new avionic solutions and Turkish Airlines always shows interest in testing fuel-saving systems and putting selected ones into use. So far, manufacturers introduced several systems which optimize flight velocity and descending profiles to save up fuel.

THY also utilizes the improvements that are achieved in aircraft seating technology. The manufacturers do topology optimizations in designing that cuts up to 20% of weight, use thermoset plastics instead of metal to lighten the overall weight and using modular components for in-flight entertainment architecture, also losing over 30% of weight with respect to old technology. The configuration of seating also plays a significant role in weight and it is being looked over and modified if necessary by THY's responsible configuration team

Starting from 2022, several managements of Turkish Airlines are commissioned to generate ideas on how to lose weight of operational materials that are being carried in flight. Implementations of these ideas are discussed at a series of meetings which is led by Fuel Efficiency and Saving Management (FESM). Fuel Efficiency and Saving Management generates or considers fuel-saving ideas related to operational and technical processes and turns them into projects.

Time horizon
Medium-term

Likelihood
Virtually certain

Magnitude of impact
Medium

Are you able to provide a potential financial impact figure?
Yes, a single figure estimate

Potential financial impact figure (currency)
1504669684

Potential financial impact figure – minimum (currency)
<Not Applicable>

Potential financial impact figure – maximum (currency)
<Not Applicable>

Explanation of financial impact figure
The period of this calculation is from 2022 to 2030. The provided figure is the sum of long-term saved fuel estimations of fuel-saving applications which are detailed in company-specific description: renovation of interior seat configuration, a new avionic application of descent profile optimization that is planned to be implemented in the upcoming years of 2023 or 2024, and implemented projects from Fuel Efficiency and Saving Management (FESM). The saved fuel is computed via two methods, either by analysis of fuel consumption before and after a modification or by fuel consumption of 1-kilogram mass, an empirical figure generated from the correlation of weight carried on flights and fuel consumption, and they are differential for aircraft and engine type. The fuel figures provided below are values that are each calculated specifically for projects by taking into account the aircraft types to be applied.
FESM supervised 18 successful fuel-saving projects that saved 57.581 tons of fuel in 2022 and after 2022, they are classified as ordinary applications to be continued.
Descent profile optimization (DPO) modification will be applied to A320 ceo family aircrafts and some wide-body units of THY fleet in 2023, and 63.945 tons of fuel saving is anticipated. 8 projects of interior seat planning and lightning of seats are widely planned for several years starting from 2023. Fuel values are incremented according to available seat kilometer (ASK) measure projections since the measure is related to seat capacity to be offered and metric measure of flights that increases with respect to range and number of flights planned in future; therefore, ASK measure is deemed as the most proper measure to forecast future savings of fuel. The forecasted fuel savings of the projects are then multiplied by the constant jet fuel price of 1200 USD, an average value set for price between 2022-2030.
FESM Projects: 780.009 x 1200 = 936.010.879 USD
New Avionic Applications: 465.216 x 1200 = 481.525.389 USD
Interior Seat Configuration Change and New Seats: 71.611 x 1200 = 87.133.416 USD
The total potential impact figure = 1,504,669,684 USD

Cost to realize opportunity
3213750

Strategy to realize opportunity and explanation of cost calculation
Strategy: Fuel saving is of substantial importance and Turkish Airlines' strategy lies in prioritizing the fuel saving, giving it a special place in the company, and implementing a data-based problem-solving approach to come up with fuel-saving solutions.

There is a management with the specific task of fuel saving in THY, FESM. Its sole duty is to apply fuel-saving solutions and track their performance. The strategy adopted when developing such applications shows compatibility with Lean Six Sigma; they measure and analyse the solutions that they define, and come up with solutions to save fuel .

Case Study: Statistical APU Planning is a fuel-saving solution of FESM, and its adoption is an exemplary Lean Six Sigma action. The adoption process is structured according to DMAIC approach. The approach consists of sequential steps, which are provided below with a timeline.

-Before 2022-
Define: The aim is defined; prevention of loading extra APU fuel on aircraft by dynamically updating the planned APU fuel for each airport based on statistics of the actual APU usage amounts.

Measure: Actual APU fuel consumption data is the primary metric that has to be collected from all airports. Fuel Management and Information System is utilized to collect and transfer data to be analyzed.

Analyze: APU consumption data were examined on station basis over the periodic last 1-month values, and sufficient APU fuel is computed from the statistical data and decided on relevant safety parameters.

-2022-
Improve: The solution is implemented. The sufficient APU fuel values are computed periodically for each destination and sent to stations for loading the given amount of fuel.

-2023 and Beyond-
Control: Statistically planned APU fuel is compared to previous year values. The amount of fuel savings obtained and the decrease in actual fuel carriage cost are calculated. The solution is now a continuous practice.

Explanation of Cost:
THY employs 17 people for fuel-saving tasks only. Their annual budget including salaries in 2022 is 113,750 USD. DPO units are in progress and the pricing negotiation continues. The unit price changes between 30,000-53,000 USD regarding the number of units bought, and THY estimates 3,100,000 USD to spend for 90 to 110 aircraft. The budget for seating cannot be estimated due to fluctuations in material pricing and the possible change of material types throughout the projects.
The sum is THY's cost to realize opportunities, and it is 3.213.750 USD

Comment

C3. Business Strategy

C3.1

(C3.1) Does your organization's strategy include a climate transition plan that aligns with a 1.5°C world?

Row 1

Climate transition plan

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

Publicly available climate transition plan

Yes

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

We have a different feedback mechanism in place

Description of feedback mechanism

Turkish Airlines acts transparently in disclosing its climate plans which are approved by the Board. 10 years Strategy Plan of Turkish Airlines has been declared on its website which includes the roadmap to be a carbon neutral airline by 2050.Feedback concerning the sustainability strategy and Climate Transition Plan of Turkish Airlines from shareholders is realized by facilitating the exercise of shareholders' rights. As such, on behalf of our Incorporation, Investor Relations Department participated in 7 investor conferences and roadshows, held 78 teleconference meetings and over 100 individual/corporate investor meetings. Also, organized 4 teleconferences on the results of the financial statements.The company provides materials for the General Shareholders' Meeting in English and Turkish at the same time. Investor Relations Department of our Incorporation has not received any written requests from shareholders regarding the inclusion of any additional items to the agenda of the Annual General Meeting related to the fiscal year 2022. 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. While determining these material issues, we take into account the general mission and strategy of our Incorporation, legal regulations, global trends,views and concerns of our stakeholders, broad social expectations and our impact on the supply chain. In our reporting process for 2021, our priorities within the scope of Sustainability were reconsidered. In this process, global megarisk trends, international initiative and reporting standards, and prominent practices in the aviation industry were taken into account, and as a result, social, economic and environmental issues specific to the Turkish Airlines Sustainability Program were determined. In this process carried out to determine the material issues, 17 Sustainable Development Goals were evaluated in terms of the effects, risks and opportunities they may have on Turkish Airlines activities, products and services. After the results of the study were re-evaluated in a workshop with broad participation of company executives, material issues were determined by submitting them to the approval of the senior management. In the coming years, we will continue to update our material issues in line with global developments and feedback from our stakeholders.

Frequency of feedback collection

More frequently than annually

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

2022_04_board_activity_report.pdf
4q22-earnings-presentation_vf.pdf
turkish-airlines-2023-2033-strategy.pdf

Explain why your organization does not have a climate transition plan that aligns with a 1.5°C world and any plans to develop one in the future

<Not Applicable>

Explain why climate-related risks and opportunities have not influenced your strategy

<Not Applicable>

C3.2

(C3.2) Does your organization use climate-related scenario analysis to inform its strategy?

	Use of climate-related scenario analysis to inform strategy	Primary reason why your organization does not use climate-related scenario analysis to inform its strategy	Explain why your organization does not use climate-related scenario analysis to inform its strategy and any plans to use it in the future
Row 1	Yes, qualitative and quantitative	<Not Applicable>	<Not Applicable>

C3.2a

(C3.2a) Provide details of your organization's use of climate-related scenario analysis.

Climate-related scenario	Scenario analysis coverage	Temperature alignment of scenario	Parameters, assumptions, analytical choices
Transition scenarios: IEA NZE 2050	Company-wide	<Not Applicable>	Parameters: The Net-Zero Emissions by 2050 Scenario (NZE) is designed to show what is needed across the main sectors by various actors, and by when, for the world to achieve net-zero energy-related and industrial process CO2 emissions by 2050. achieving net-zero CO2 emissions from the energy sector by 2050 is consistent with around a 50% chance of limiting the long-term average global temperature rise to 1.5°C without a temperature overshoot (IPCC, 2018). The NZE aims to ensure that energy-related and industrial process CO2 emissions to 2030 are in line with reductions in 1.5 °C scenarios with no or low or limited temperature overshoot assessed in the IPCC in its Special Report on Global Warming of 1.5 °C. In the identification of this scenario, it has referred to and considered some mutually consistent quantitative parameters which are GDP, population, inflation, production, consumption, employment, age distribution, tourism and travel statistics, energy sources supply and demand, CO2-emission-temperature related data. In this scenario analysis, the parameters have been enlarged and enriched with different kinds of internal and external aircraft usage and flight data to identify better Turkish Airlines' role and the aviation sector's role. Assumptions: This scenario study is mostly based on the policies and assumptions of well-known and internationally accepted organizations (IATA-IMF-IEA-World Bank-OECD-Breau of Statistics of Countries-Eurostat-WTO etc.). Turkish Airlines keeps the scenario updated through the changes in the directives and regulations. In addition, the company made assumptions with in-house data and insight on aviation-related issues, especially on the markets the company is in and company policies. Analytical choices: The company made some statistical models with time series, regression and forecast methods to analyze the quantitative data referred to in the first paragraph and build the models on SSP (Shared Socioeconomic Pathways) and the assumptions which are referred to by the reference sources in the second paragraph. Energy prices and carbon pricing mechanisms are very uncertain. In NZE 2050 scenario there is a balance predicted between energy supply and demand. Therefore NZE 2050 scenario has been taken into consideration when designing Turkish Airlines' climate transition plans.
Physical climate scenarios: RCP 8.5	Company-wide	<Not Applicable>	Parameters: Based on the RCP 8.5 scenario, the physical climate scenario projected with the business-as-usual approach, with emissions increasing most aggressively (~5 degrees Celsius) by 2100 and sea levels rising to the highest level by the end of the 21st century (about 7 times higher than pre-industrial levels) was chosen. In order to be successful in carbon reduction targets, a limitation on emissions is required. In this context, low and/or if possible zero-emission technologies, carbon capture and storage projects, energy-efficient engines and biogenic fuels are taken into consideration. Assumptions: Evaluation studies were carried out on the risks in this scenario. Threat-opportunity studies were carried out on those that will most affect the company's operations and sustainability efforts among these physical risks. In order to minimize the risks here, Turkish Airlines will increase their current fuel efficiency practices and continue to invest in fuel-efficient and new generation aircraft, as well as in climate change innovations brought by technology. The company will manage the short-medium-long-term physical effects/risks of climate change on their activities by increasing the use of Sustainable Aviation Fuel. Analytical choices: RCP 8.5 scenario has been levelled by considering the worst-case effects of climate change. The RCP 8.5 pathway delivers a temperature increase of about 4.3˚C by 2100, relative to pre-industrial temperatures. According to RCP 8.5, the number of anthropogenic emissions depends on the population growth rate and technology change. Acute and chronic physical risks are considered in the Turkish Airline physical scenario study. Extreme weather conditions and weather changes may bring risks to flight operations and cargo transportation activities. In cold weather conditions, it should be necessary to wash aircraft with alcohol compounds to maintain the flight safety of the fleet. Another problem that can occur with extreme weather conditions may also delay departure and landing. The company will continue to keep our actions up to date on the risks identified through up-to-date communications with policymakers and all stakeholders regarding climate change.

C3.2b

(C3.2b) Provide details of the focal questions your organization seeks to address by using climate-related scenario analysis, and summarize the results with respect to these questions.

Row 1

Focal questions

Q1- What climate-related risks does the company expect in the time frames it has determined within the scope of its business strategy, and what indicators may the company present to take action against these risks?

Q2 - Taking into account which parameters and which relevant laws and regulations should the company support its business strategy, and what internal mechanisms should be developed to support the company's risk approach and solutions to risks?

Results of the climate-related scenario analysis with respect to the focal questions

While studying the scenario analysis of Turkish Airlines, the global or regional policies of "IATA, the regulatory body in the aviation industry", the annual growth rate expectation of the sector globally, emerging technologies and other socioeconomic expectations were taken into account.

At the same time, TCFD's Climate Change Scenario Analysis Guidelines were also taken into account. Current and emerging national and international policy and technology factors and assumptions of an "uneven" path around the transition and physical scenarios of the IEA and IPCC are also included.

In order to use scenario analysis effectively, it is aimed to be built on integrating both scenarios into the decision-making mechanism of the company. In order to be useful in decision-making, it has been decided to periodically update the climate scenarios within the company. To ensure the credibility of these scenarios, factors outlined in the TCFD guidelines will be looked at, such as the general nature of the scenarios, whether they are integrated into updates, their internal logic, credibility, and probability of assumptions.

As a result of scenario analysis and climate risks, the most solid output of these studies is: -- Turkish Airlines will increase its current fuel efficiency practices and -- will continue to invest in fuel-efficient and new-generation aircraft.

C3.3

(C3.3) Describe where and how climate-related risks and opportunities have influenced your strategy.

	Have climate-related risks and opportunities influenced your strategy in this area?	Description of influence
Products and services	Yes	We take many initiatives to reduce carbon emissions mostly by increasing fuel efficiency within the scope of protecting the environment and combating climate change. Apart from fuel efficiency, we make practices to reduce cabin material and catering weights. Any weight reduction in the aircraft would bring carbon emissions reduction. For e.g, we digitized the in-flight manuals and flight documents. By simplifying the products in the amenity kits and serving them without the package, we have reduced both the use of plastic&the weight. As of 2019, thanks to the exclusion of plastic hair combs and shoe horns from the amenity kits, the consumption of 3.3 million plastic material have been prevented. Also, as a result of the application of reducing the micron thickness of plastic bags for wheelchairs and baby strollers, a total of 331,631 kg of plastic was reduced in 2021 and 2022. In return for the 30,290 kg fuel savings achieved in this direction, 95,411 kg of CO2 was prevented. The voluntary carbon offsetting program CO2mission was launched in August 2022. With the CO2mission Program, 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 "Renewable Energy", "Social Benefit" and "Green World" portfolios, that are offered to the preferences of passengers and have internationally valid certification in various regions of the world, consisting of combat climate change and social development projects that are certified worldwide and generate carbon credits; the portfolio serves for 9 different UN SDGs. We make plans to pull off our aircraft with high carbon emissions from the fleet. Turkish Airlines has a number of "Airbus A321-neo" aircraft that have an "Ultra-high bypass ratio engines". Those aircraft with Ultra-high bypass ratio engines provide 15% fuel reduction compared to those that do not have Ultra-high bypass ratio engines such as Airbus A321. In the reporting year, 201,844.01 tonnes of carbon emissions were saved. We consider this as a low-carbon service as outlined in “The IEA Energy Technology Perspectives Clean Energy Technology Guide” taxonomy.
Supply chain and/or value chain	Yes	Turkish Airlines supports, directly and indirectly, a huge ecosystem with aircraft, engine, and spare parts manufacturers; infrastructure providers such as airports; service providers such as catering; stakeholders in the air cargo network; the structure that includes our passengers, and internal stakeholders. It is aimed to choose the most appropriate supplier for the purchase of new generation engines and aircraft with plans taking into account the features such as market dynamics and routing. In order to reach the carbon reduction targets of Turkish Airlines even for the whole aviation service providers new generation aircrafts/fuel-efficient aircraft's manufacturers and Sustainable Aviation Fuel producers are an essential part of the company’s engagement strategy as part of the climate transition plan. Besides, Turkish Airlines follows the "Supplier Evaluation Procedure since 2021, using its safety, quality, environmental, customer satisfaction and occupational health and safety policies in the evaluation of its suppliers. Supplier quality and environmental awareness of suppliers are increased by using ISO 14001 “Environmental Management Standards” within this evaluation. Turkish Airlines emphasizes environmental awareness in its human resources strategies and aims to raise awareness of climate change through the training and organizations it offers to its employees. Turkish Airlines continues its on-site audit program for its suppliers, based on standards, policies and procedures of Turkish Airlines, by receiving services from internationally independent, accredited and expert companies. In this context, in 2022, 20 stations, which are suppliers of Handling services and fuel oil, and a total of 40 regional representatives of the companies were inspected. Actions have been taken for the parties open to improvement in environmental and sustainability issues. The number of suppliers that have passed environmental audits is 40. As a result of the audits we conducted with the handling and fuel suppliers operating in those 40 locations on environment and sustainability issues, no non-compliance was detected in the fuel companies and no development program was required. On the other hand, in the handling companies, action was requested for the companies in which non-compliance was detected.)
Investment in R&D	Yes	At Turkish Airlines, we are trying to come up with greener&more sustainable solutions; e.g. fleet modernization&development, waste management& single-use plastics, which are the most &highly material sustainability issues determined. In addition to these projects, we present innovative ideas and solutions on issues such as paperless working, cloud technology solutions, energy management systems, and green transportation, with sustainability-focused idea competitions, to the evaluation of the relevant units within Turkish Airlines. In addition, we provide innovative solutions to different units by cooperating with startup programs supporting sustainability&impact projects. By collaborating with universities, we support their efforts to reduce our carbon footprint with fuel and artificial intelligence-supported processes at universities, and we advance R&D processes for the company with multidisciplinary participation. Another investment was made in Advanced Fuel Management System (FMIS). This new system helps to calculate the costs of ATC operations (airborne instructions, deviations from the flight plan, etc.), and to assess the alternatives along with such cost items calculated. It also helps to monitor closely all important factors such as any and all kinds of deviations, altitude and speed changes performed in the flight plan and the actual flight route, etc. affecting the fuel consumption and so carbon emissions and to take actions in a very short time in all potential areas. The average percentage of total R&D investment in FMIS over the last 3 years is 1.49%.
Operations	Yes	As of 2022, we have started using SAF for the first time, one of the most prominent indicators of our Incorporation’s determined stance on combating climate change, in our Istanbul Airport- Paris Charles De Gaulle route. We plan to expand the use of this fuel, which is being used once a week on the Paris, Oslo, Gothenburg, Copenhagen, Stuttgart, Stockholm, Brussels and Lyon lines together with its use in return flights from Lyon, Marseilles, Oslo, Strasbourg, Bordeaux and Toulouse to Istanbul Airport. Thanks to the clean combustion realized with the use of SAF, a reduction of up to 87% in GHG emissions will be achieved compared to the same amount of traditional kerosene fuel and it will contribute to the reduction of global GHG emissions.With the awareness that SAF plays a key role in reducing carbon emissions caused by the aviation industry. THY, plans to increase SAF usage to the highest levels in line with the technical, regulatory, safety and financial feasibility. We are able to reduce fuel consumption with applications such as single-engine taxi, low flap use on take-off, low flap use on landing, monitoring of aircraft aerodynamics, etc. Thanks to the fuel efficiency projects that have been successfully implemented since 2008, the amount of fuel consumed for unit transportation activity is gradually decreasing. We continue to reduce our carbon footprint, thanks to various fuel-saving projects that we successfully implement each year. In 2022, 181.379 tons of greenhouse gas emissions were prevented by saving 57.581 tons of fuel. Thus, since 2008, total fuel savings have been 671,433 tons and total greenhouse gas reduction has been 2,115,014 tons. In 2023, it is aimed to save 60,000 tons of fuel and, in return, to reduce 189,000 tons of GHG. In addition to aircraft development projects, we give priority to aircraft with high fuel efficiency while adding new aircraft to our fleet.13 A321-NEO and 8 B737-8 MAX aircraft were received in the period of January – December 2022. Our fleet is expected to comprise 75% new generation aircraft by 2033, which emit 15%-25% less carbon emissions compared to previous generation aircraft. In our in-flight products, we prefer only products made from trees grown for industrial purposes, and we prefer recyclable materials instead of plastic packaging in product packaging.

C3.4

(C3.4) Describe where and how climate-related risks and opportunities have influenced your financial planning.

	Financial planning elements that have been influenced	Description of influence
Row 1	Revenues Direct costs Indirect costs Capital expenditures Capital allocation Access to capital Assets	Revenues: Environmental impacts, climate-related risks and opportunities are always taken into account in the creation of Turkish Airlines' business strategies and financial planning. Turkish Airlines is in a reputable position in this sense. A positive or negative change in this reputation may directly affect Turkish Airlines' revenues. REVENUE 18.426 billion USD (2022) EBITDA 4.947 billion USD (2022) MARKET CAP 10.390 billion USD (2022) 15% of the above-mentioned figures are as follows. REVENUE 2.7639 billion USD EBITDA 742.05 billion USD MARKET CAP 1.5585 billion USD Any change above 15% figures is qualified as “high risk” in Turkish Airlines' risk procedure. Direct Costs: The fuels consumed by its aircraft cause approximately 99% of Turkish Airlines’ carbon emissions. Fuel costs are among the most important direct cost items in our Incorporation. More than 41% of total operational spending in the reporting year was on fuel consumption. Therefore, an increase in fuel prices and/or the compulsory use of sustainable aviation fuel (SAF) at a certain level due to the climate-related risks will directly affect our costs. Such a situation may cause a high financial impact. Moreover, average air temperatures are increasing due to climate change. High air temperature, on the other hand, negatively affects the engine performance of the aircraft and the maximum load they can carry during take-off (MTOW). High air temperature means that aircraft consume more fuel during take-off, which increases direct costs. Positive and negative climate-related effects on fuel usage and fuel prices are taken into account in our financial planning. Indirect Costs: Currently, 88 countries, including our country, have voluntarily participated in Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA), which limits carbon emissions from aviation, and the number of participants will increase over time with new countries joining. Starting from the voluntary phase, we have accepted the CORSIA requirements for carbon neutralization. As CORSIA stated, CORSIA offsetting requirements for the 2021-2023 period will be calculated each year for the previous year and the 2021-2023 period emission units will be offset in 2025 through the CORSIA implementation timeline. The base year of the CORSIA was designed to be 2019-2020. However, since the emissions in 2020 were very low due to the pandemic, there was a debate on taking 2019 as the base year. Consequently, it was agreed on 85% of 2019 emissions accepted as baseline for CORSIA starting in 2024 (100% in 2023) in the General Assembly held in 2022. Capital expenditures : As mentioned before, a large part of the carbon emissions produced by our Incorporation originate from the fuels used by our fleet. For this reason, climate-related risks and opportunities directly affect our fleet structure and fuel and environmentally friendly new generation aircraft investments. These risks and opportunities play a role in determining investment items such as new aircraft procurement, replacement engine needs, and aircraft upgrades. We invest in new technologies and build our fleet with young, fuel-efficient, environmentally friendly aircraft. Thanks to our efforts in this direction, our flights have become 20% more fuel efficient compared to 13 years ago. In addition, we prefer carbon-friendly equipment for ground equipment and other equipment used in operations. These may also create some additional costs. We are also transitioning to environmentally friendly (LEED certified) buildings and shaping our office and facility investments accordingly. By working to reduce our electricity and natural gas consumption, we aim to meet at least 5% of the energy in our new buildings from renewable sources. We prioritize energy and resource efficiency, design our buildings to be energy efficient and water efficient, healthy and high-performance compared to conventional buildings, and pay attention to energy and environmental friendliness. In this context, 9 different buildings at Istanbul Airport have been registered with the elementary LEED (Leadership in Energy and Environmental Design) v4 BD+C certificate by the American Green Building Council, while the Turkish Airlines Domestic Lounge and Main Lounge buildings have been registered with the silver LEED v4 ID+C certificate. In addition, Turkish Airlines became the third airline in the world and the first in Europe to have a platinum operating certificate, following the LEED Certification process completed for the OC-Flight Crew Terminal Building. Capital allocation: We prefer new generation aircraft due to their fuel efficiency and environmental friendliness. All our current orders consist of new generation aircraft and the share of new generation aircraft in our fleet will increase gradually in the coming years. The Incorporation invests in new generation aircraft with 15% and 25% less carbon emissions compared to previous generation aircraft. It aims to increase the share of these aircraft in the fleet to 75% by 2033. In addition, we focus on aircraft retrofit projects that increase fuel efficiency and plan to reduce fuel consumption by 5% in total until 2033 with operational improvements. Assets: Extreme weather conditions due to climate change make flight operations more challenging. Under extreme weather conditions, aircraft may be damaged both during flight and during ground operations. However, we consider that the impact of these risks will be low in the short and medium term. Moreover, if the aircraft in our fleet remains relatively less environmentally friendly because of the increased demand for new generation aircraft, risks may arise regarding the values of the aircraft in our fleet. We consider this in our fleet investments and orders.

C3.5

(C3.5) 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	Indicate the level at which you identify the alignment of your spending/revenue with a sustainable finance taxonomy
Row 1	Yes, we identify alignment with our climate transition plan	<Not Applicable>

C3.5a

(C3.5a) Quantify the percentage share of your spending/revenue that is aligned with your organization's climate transition.

Financial Metric
Revenue/Turnover

Type of alignment being reported for this financial metric
Alignment with our climate transition plan

Taxonomy under which information is being reported
<Not Applicable>

Objective under which alignment is being reported
<Not Applicable>

Amount of selected financial metric that is aligned in the reporting year (unit currency as selected in C0.4)
18426000000

Percentage share of selected financial metric aligned in the reporting year (%)
9.84

Percentage share of selected financial metric planned to align in 2025 (%)
6.18

Percentage share of selected financial metric planned to align in 2030 (%)
2.65

Describe the methodology used to identify spending/revenue that is aligned
The purchase of our A321-neo aircraft, which are our "Geared Turbo Fan engine" aircraft, started in 2018. For this reason, instead of the purchases in a specific year, the calculation was made by dividing the total aircraft expenditures between the years from the date of purchase to the reporting year by the income of those years. It is calculated as the ratio of the amount paid to the estimated revenue for the aircraft approved by the Board of Directors for the years 2018-2022, 2023-2025, and 2026-2030 . Future revenue projections are calculated by taking into account the CAGR growth on the basis of RPK determined by IATA for the aviation industry.

C4. Targets and performance

C4.1

(C4.1) Did you have an emissions target that was active in the reporting year?
Intensity target

C4.1b

(C4.1b) Provide details of your emissions intensity target(s) and progress made against those target(s).

Target reference number
Int 1

Is this a science-based target?
No, but we anticipate setting one in the next two years

Target ambition
<Not Applicable>

Year target was set
2022

Target coverage
Company-wide

Scope(s)
Scope 1
Scope 2

Scope 2 accounting method
Location-based

Scope 3 category(ies)
<Not Applicable>

Intensity metric
Other, please specify (ASK (Available Seat Kilometer))

Base year
2022

Intensity figure in base year for Scope 1 (metric tons CO2e per unit of activity)
0.0000798121

Intensity figure in base year for Scope 2 (metric tons CO2e per unit of activity)
2.82e-7

Intensity figure in base year for Scope 3, Category 1: Purchased goods and services (metric tons CO2e per unit of activity)

<Not Applicable>

Intensity figure in base year for Scope 3, Category 2: Capital goods (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Category 4: Upstream transportation and distribution (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Category 5: Waste generated in operations (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Category 6: Business travel (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Category 7: Employee commuting (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Category 8: Upstream leased assets (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Category 9: Downstream transportation and distribution (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Category 10: Processing of sold products (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Category 11: Use of sold products (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Category 12: End-of-life treatment of sold products (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Category 13: Downstream leased assets (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Category 14: Franchises (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Category 15: Investments (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Other (upstream) (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Other (downstream) (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for total Scope 3 (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for all selected Scopes (metric tons CO2e per unit of activity)
0.0000800942

% of total base year emissions in Scope 1 covered by this Scope 1 intensity figure
100

% of total base year emissions in Scope 2 covered by this Scope 2 intensity figure
100

% of total base year emissions in Scope 3, Category 1: Purchased goods and services covered by this Scope 3, Category 1: Purchased goods and services intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Category 2: Capital goods covered by this Scope 3, Category 2: Capital goods intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) covered by this Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Category 4: Upstream transportation and distribution covered by this Scope 3, Category 4: Upstream transportation and distribution intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Category 5: Waste generated in operations covered by this Scope 3, Category 5: Waste generated in operations intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Category 6: Business travel covered by this Scope 3, Category 6: Business travel intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Category 7: Employee commuting covered by this Scope 3, Category 7: Employee commuting intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Category 8: Upstream leased assets covered by this Scope 3, Category 8: Upstream leased assets intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Category 9: Downstream transportation and distribution covered by this Scope 3, Category 9: Downstream transportation and distribution intensity figure

<Not Applicable>

% of total base year emissions in Scope 3, Category 10: Processing of sold products covered by this Scope 3, Category 10: Processing of sold products intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Category 11: Use of sold products covered by this Scope 3, Category 11: Use of sold products intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Category 12: End-of-life treatment of sold products covered by this Scope 3, Category 12: End-of-life treatment of sold products intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Category 13: Downstream leased assets covered by this Scope 3, Category 13: Downstream leased assets intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Category 14: Franchises covered by this Scope 3, Category 14: Franchises intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Category 15: Investments covered by this Scope 3, Category 15: Investments intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Other (upstream) covered by this Scope 3, Other (upstream) intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Other (downstream) covered by this Scope 3, Other (downstream) intensity figure
<Not Applicable>

% of total base year emissions in Scope 3 (in all Scope 3 categories) covered by this total Scope 3 intensity figure
<Not Applicable>

% of total base year emissions in all selected Scopes covered by this intensity figure
100

Target year
2029

Targeted reduction from base year (%)
10

Intensity figure in target year for all selected Scopes (metric tons CO2e per unit of activity) [auto-calculated]
0.00007208478

% change anticipated in absolute Scope 1+2 emissions
70.2

% change anticipated in absolute Scope 3 emissions
0

Intensity figure in reporting year for Scope 1 (metric tons CO2e per unit of activity)
0.0000798121

Intensity figure in reporting year for Scope 2 (metric tons CO2e per unit of activity)
2.82e-7

Intensity figure in reporting year for Scope 3, Category 1: Purchased goods and services (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 2: Capital goods (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 4: Upstream transportation and distribution (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 5: Waste generated in operations (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 6: Business travel (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 7: Employee commuting (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 8: Upstream leased assets (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 9: Downstream transportation and distribution (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 10: Processing of sold products (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 11: Use of sold products (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 12: End-of-life treatment of sold products (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 13: Downstream leased assets (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 14: Franchises (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 15: Investments (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Other (upstream) (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Other (downstream) (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for total Scope 3 (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for all selected Scopes (metric tons CO2e per unit of activity)
0.0000800942

Does this target cover any land-related emissions?
Yes, it covers land-related CO2 emissions/removals associated with bioenergy and non-land related emissions (e.g. non-FLAG SBT with bioenergy)

% of target achieved relative to base year [auto-calculated]
0

Target status in reporting year
New

Please 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 Kilometer intensity with the target year of 2029. this target was set in 2022 which is the base year and the reporting year, as a new target. The intensity of GHG reduction is 10%.

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 2022, 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.

List the emissions reduction initiatives which contributed most to achieving this target
<Not Applicable>

C4.2

(C4.2) Did you have any other climate-related targets that were active in the reporting year?
Target(s) to increase low-carbon energy consumption or production

C4.2a

(C4.2a) Provide details of your target(s) to increase low-carbon energy consumption or production.

Target reference number
Low 1

Year target was set
2020

Target coverage
Site/facility

Target type: energy carrier
Electricity

Target type: activity
Consumption

Target type: energy source
Renewable energy source(s) only

Base year
2021

Consumption or production of selected energy carrier in base year (MWh)
7235.8531

% share of low-carbon or renewable energy in base year
0

Target year
2022

% share of low-carbon or renewable energy in target year
100

% share of low-carbon or renewable energy in reporting year
100

% of target achieved relative to base year [auto-calculated]
100

Target status in reporting year
Achieved

Is this target part of an emissions target?
No.

Is this target part of an overarching initiative?
No, it's not part of an overarching initiative

Please 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 2021, the electricity consumption of the General Administration Building was generated by the trigeneration plant. 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 2022 is 17.756 MWH.

Plan for achieving target, and progress made to the end of the reporting year
<Not Applicable>

List the actions which contributed most to achieving this target
YEK-G certificates were purchased for 100% of the total purchased electricity at the company's buildings located in the Atatürk Airport region.

C4.3

(C4.3) 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.
Yes

C4.3a

(C4.3a) 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 (only for rows marked *)
Under investigation	0	0
To be implemented*	2	80945
Implementation commenced*	0	0
Implemented*	17	181379
Not to be implemented	0	0

C4.3b

(C4.3b) Provide details on the initiatives implemented in the reporting year in the table below.

Initiative category & Initiative type

Company policy or behavioral change	Resource efficiency

Estimated annual CO2e savings (metric tonnes CO2e)
181379

Scope(s) or Scope 3 category(ies) where emissions savings occur
Scope 1

Voluntary/Mandatory
Voluntary

Annual monetary savings (unit currency – as specified in C0.4)
69800000

Investment required (unit currency – as specified in C0.4)
0

Payback period
No payback

Estimated lifetime of the initiative
Ongoing

Comment

C4.3c

(C4.3c) What methods do you use to drive investment in emissions reduction activities?

Method	Comment
Compliance with regulatory requirements/standards	Our activities, products and services continued to be carried out in accordance with the requirements of the TS EN ISO 14001: 2015 Environmental Management System Standard in 2021, and the Environmental Management System Certificate continued to be valid as a result of the audits performed. Adopting the principle of “continuous improvement,” we aim to go beyond compliance with the requirements while carrying out our activities. Accordingly, we participated in the IATA Environmental Assessment Management System Program (IATA Environmental Assessment - IEnvA) specially designed for airline companies by the International Air Transport Association (IATA), with a management model specific to airline companies in order to strengthen the ISO 14001 Environmental Management System which we have been implementing since 2013. We have successfully completed the audit conducted by an independent third-party organization authorized by IATA. Turkish Airlines has become the first airline to directly obtain the "Stage 2 Certificate," which is the highest level certificate in the IEnvA System and represents the highest level of IEnvA compliance.
Dedicated budget for energy efficiency	Turkish Airlines provides the necessary resources of humans, technology, infrastructure, finance, etc for energy efficiency and to reduce the use of natural resources. The ISO 50001 system has been implemented in our company. Potential projects that will increase energy efficiency in our high energy-consuming facilities have been identified according to the energy study reports, and the company carries on its studies on the issue. In this context, approximately a 21.8% reduction was achieved in electricity consumption compared to 2019. The needs and necessities of our company are constantly reviewed and accordingly, solar energy investments are planned in appropriate areas. We aim to meet at least 5% of the energy in our new buildings from renewable sources by 2030. Approximately, 12% of energy consumption in Ataturk Airport and İstanbul Airport (IGA) areas is met by renewable resources. Studies continue for the installation of solar energy panels on the roofs of our AHL Cargo and Sedat Şekerci buildings. Feasibility studies are carried out regarding the use of renewable and alternative resources in our facilities. The 2021-2025 fleet investment amount is $13.7 billion USD. (This is the list price of the aircraft.)
Dedicated budget for low-carbon product R&D	Turkish Airlines prioritizes climate-related risks and targets while performing all its activities, products, and services. THY supports fuel efficiency initiatives to reduce and eliminate factors that may have an impact on climate change and monitor GHG emissions regularly, reports and shares its results with all its stakeholders, and sets targets for emission reductions by taking the necessary measures to reduce its emissions develops action plans to achieve these targets and regularly monitors their status. As a member, THY adopts IATA targets aimed to reduce carbon emissions from aviation and works with dedication to achieve these targets. IATA has a 2050 net-zero emissions target that can be achieved by the use of SAF, new technology aircraft, electric and hydrogen systems, infrastructure&operational efficiencies, and offsets&carbon capture. ICAO (International Civil Aviation Organization) has adopted CORSIA as complementary to the broader package of measures to help ICAO achieve its aspirational goal of carbon-neutral growth from 2020 onwards. We support the combat of climate change and make a commitment to be “Carbon Neutral by 2050”. The sub-components to reach our target are as follows: To reduce carbon emissions by 15-25% with new generation aircraft we will include in our fleet, Expanding the current use of SAF on more diverse lines and increasing frequencies, To obtain a min. of 5% of the energy used in buildings from renewable energy sources, Balancing the emissions resulting from our activities with various offset projects, To increase fuel efficiency by 5% compared to 2023 with operational improvements to be realized by 2033.
Internal incentives/recognition programs	---In-house Idea Sharing Platform: We collect the ideas of our employees and include them in the innovation process with our platform, which we call Ideaport, which enables the discovery and development of new ideas within the company. Employees are able to submit their ideas to the various categories in the platform such as Occupational Health and Safety, Corporate Communication including Sustainability. We use various reward and incentive mechanisms to increase the performance of our employees in innovation studies. For example, suggestions entered on Ideaport are supported by financial awards given on a quarterly basis. In addition, it is beneficial to increase the motivation of our employees to be included in the innovation projects teams and to be empowered. At the end of each quarter, TL equivalent amount of gram, quarter, half, full, and 10 full gold coins are given to the top winners of the Incorporation. In addition, our employees are awarded miles through periodic competitions (challenges). Within the Ideaport, 713 ideas were put into practice in 2022. The financial benefit from employee ideas is over 250 million USD in 2022. It includes the notification of situations and events that partially or completely harm the environment or have the potential to harm the environment while Turkish Airlines carries out its activities, and these are evaluated according to the Environmental Management Manual. At Turkish Airlines, 8.425 employees received ISO 14001 Environmental Management System and 5.851 employees received Waste Management training and 3.586 employees received Greenhouse gas awareness training and participated in the company's awareness-raising work on combating climate change and waste management. In addition, seminars were held to raise awareness about the Zero Waste Project and waste management; bulletins and announcements are published. With the implementation of productivity-enhancing projects with the ISO 50001 system in 2022, it is aimed to raise awareness in both individual and technical operations with training for both technical and office personnel. In this context, training on energy efficiency will be offered to our employees in 2023.

C4.5

(C4.5) Do you classify any of your existing goods and/or services as low-carbon products?
Yes

C4.5a

(C4.5a) Provide details of your products and/or services that you classify as low-carbon products.

Level of aggregation
Product or service

Taxonomy used to classify product(s) or service(s) as low-carbon
The IEA Energy Technology Perspectives Clean Energy Technology Guide

Type of product(s) or service(s)

Aviation	Geared Turbo Fan/ Ultra-High Bypass Ratio engine

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.

Have you estimated the avoided emissions of this low-carbon product(s) or service(s)
Yes

Methodology used to calculate avoided emissions
The Avoided Emissions Framework (AEF)

Life cycle stage(s) covered for the low-carbon product(s) or services(s)
Gate-to-gate

Functional unit used
Operating an "Airbus A321-neo (fuel-efficient new generation) aircraft" for 101.705.290 km.

Reference product/service or baseline scenario used
Operating an "Airbus A321 aircraft" for 101.705.2904 km.

Life cycle stage(s) covered for the reference product/service or baseline scenario
Gate-to-gate

Estimated avoided emissions (metric tons CO2e per functional unit) compared to reference product/service or baseline scenario
201844.02

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 2022, into emissions.

Revenue generated from low-carbon product(s) or service(s) as % of total revenue in the reporting year
8.71

C5. Emissions methodology

C5.1

(C5.1) Is this your first year of reporting emissions data to CDP?
No

C5.1a

(C5.1a) 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?

Row 1

Has there been a structural change?

Yes, a merger

Yes, other structural change, please specify (share purchase)

Name of organization(s) acquired, divested from, or merged with

"Uçak Koltuk Üretimi San. ve Ticaret A.Ş. share purchase" and "Merger of THY Havaalanı Gayrimenkul Yatırım ve İşletme A.Ş" and "Merger of Our Subsidiaries TSI, TCI and Cornea"

Details of structural change(s), including completion dates

Share purchase: Within the scope of merging our cabin interior areas and products manufacturing subsidiaries, Turkish Airlines has completed the pre-conditions to acquire %50 shares of our subsidiary Uçak Koltuk Üretimi San. ve Tic. A.Ş. ("TSI"), in which Turkish Airlines owns %50 shares directly and indirectly, from Kibar Holding A.Ş. The closing procedures for the transfer of the remaining %50 shares in TSI were completed on 8.12.2022.

Merger: Turkish Airlines submitted its application to the Capital Markets Board on 28.04.2022 for the approval of the merger by acquisition of THY Havaalanı Gayrimenkul ve İşletme Anonim Şirketi, 100% subsidiary of Turkish Airlines . The aforementioned merger by acquisition procedure is regulated in the Communique of Capital Markets Board on Merger and Demerger numbered II-23.2, the articles 136-158 of the Turkish Commercial Code numbered 6102 and the articles 18,19 and 20 of the Corporate Tax Law numbered 5520. Our Incorporation's application for the merger by acquisition of THY Havaalanı Gayrimenkul ve İşletme Anonim Şirketi is approved by Capital Markets Board on 16.06.2022. Merger by acquisition was registered by İstanbul Trade Registry Office on August 9, 2022.

Merger: As per our announcement on Public Disclosure Platform on 04.11.2022 regarding the merger of our subsidiaries established for the design, production, marketing, and sales of cabin interior products, Uçak Koltuk Üretim Sanayi ve Ticaret A.Ş. ("TSI") and Cornea Havacılık Sistemleri Sanayi ve Ticaret A.Ş. ("Cornea") were dissolved without liquidation in accordance with the 136th and other relevant provisions of the Turkish Commercial Code, and the procedures for TCI Kabin İçi Sistemleri Sanayi ve Ticaret A.Ş. ("TCI") to take over TSI and Cornea with all its assets and liabilities are completed.

C5.1b

(C5.1b) Has your emissions accounting methodology, boundary, and/or reporting year definition changed in the reporting year?

	Change(s) in methodology, boundary, and/or reporting year definition?	Details of methodology, boundary, and/or reporting year definition change(s)
Row 1	Yes, a change in boundary	The GHG boundary has been revised due to the inclusion one of the subsidiaries and one of the joint ventures.

C5.1c

(C5.1c) Have your organization's base year emissions and past years' emissions been recalculated as a result of any changes or errors reported in C5.1a and/or C5.1b?

	Base year recalculation	Scope(s) recalculated	Base year emissions recalculation policy, including significance threshold	Past years' recalculation
Row 1	Yes	Scope 1 Scope 2, location-based Scope 2, market-based Scope 3	Our recalculation policy states the requirement of the recalculation of the base year if there has been a boundary change in the GHG inventory.	No

C5.2

(C5.2) Provide your base year and base year emissions.

Scope 1

Base year start

January 1 2022

Base year end

December 31 2022

Base year emissions (metric tons CO2e)

18170029.62

Comment

Scope 2 (location-based)

Base year start
January 1 2022

Base year end
December 31 2022

Base year emissions (metric tons CO2e)
64219.33

Comment

Scope 2 (market-based)

Base year start
January 1 2022

Base year end
December 31 2022

Base year emissions (metric tons CO2e)
56406.69

Comment

Scope 3 category 1: Purchased goods and services

Base year start

Base year end

Base year emissions (metric tons CO2e)
161821.77

Comment

Scope 3 category 2: Capital goods

Base year start
January 1 2022

Base year end
December 31 2022

Base year emissions (metric tons CO2e)
18654.36

Comment

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

Base year start
January 1 2022

Base year end
December 31 2022

Base year emissions (metric tons CO2e)
3764914.26

Comment

Scope 3 category 4: Upstream transportation and distribution

Base year start
January 1 2022

Base year end
December 31 2022

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 5: Waste generated in operations

Base year start
January 1 2022

Base year end
December 31 2022

Base year emissions (metric tons CO2e)
48164.83

Comment

Scope 3 category 6: Business travel

Base year start
January 1 2022

Base year end
December 31 2022

Base year emissions (metric tons CO2e)
28166.46

Comment

Scope 3 category 7: Employee commuting

Base year start
January 1 2022

Base year end
December 31 2022

Base year emissions (metric tons CO2e)
23612.07

Comment

Scope 3 category 8: Upstream leased assets

Base year start
January 1 2022

Base year end
December 31 2022

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 9: Downstream transportation and distribution

Base year start
January 1 2022

Base year end
December 31 2022

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 10: Processing of sold products

Base year start
January 1 2022

Base year end
December 31 2022

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 11: Use of sold products

Base year start
January 1 2022

Base year end
December 31 2022

Base year emissions (metric tons CO2e)

Comment

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

Base year start
January 1 2022

Base year end
December 31 2022

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 13: Downstream leased assets

Base year start
January 1 2022

Base year end
December 31 2022

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 14: Franchises

Base year start
January 1 2022

Base year end
December 31 2022

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 15: Investments

Base year start
January 1 2022

Base year end
December 31 2022

Base year emissions (metric tons CO2e)
703509.98

Comment

Scope 3: Other (upstream)

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3: Other (downstream)

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

C5.3

(C5.3) Select the name of the standard, protocol, or methodology you have used to collect activity data and calculate emissions.
Defra Environmental Reporting Guidelines: Including streamlined energy and carbon reporting guidance, 2019
IPCC Guidelines for National Greenhouse Gas Inventories, 2006
ISO 14064-1
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

C6. Emissions data

C6.1

(C6.1) What were your organization's gross global Scope 1 emissions in metric tons CO2e?

Reporting year

Gross global Scope 1 emissions (metric tons CO2e)
18170029.62

Start date
<Not Applicable>

End date
<Not Applicable>

Comment

C6.2

(C6.2) Describe your organization's approach to reporting Scope 2 emissions.

Row 1

Scope 2, location-based
We are reporting a Scope 2, location-based figure

Scope 2, market-based
We are reporting a Scope 2, market-based figure

Comment

C6.3

(C6.3) What were your organization's gross global Scope 2 emissions in metric tons CO2e?

Reporting year

Scope 2, location-based
64219.33

Scope 2, market-based (if applicable)
56406.69

Start date
<Not Applicable>

End date
<Not Applicable>

Comment

C6.4

(C6.4) 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?
Yes

C6.4a

(C6.4a) Provide details of the sources of Scope 1, Scope 2, or Scope 3 emissions that are within your selected reporting boundary which are not included in your disclosure.

Source of excluded emissions
Fugitive emissions of leased and self-owned vehicles within scope 1.

Scope(s) or Scope 3 category(ies)
Scope 1
Scope 3: Capital goods

Relevance of Scope 1 emissions from this source
Emissions are not relevant

Relevance of location-based Scope 2 emissions from this source
<Not Applicable>

Relevance of market-based Scope 2 emissions from this source
<Not Applicable>

Relevance of Scope 3 emissions from this source
Emissions are relevant but not yet calculated

Date of completion of acquisition or merger
<Not Applicable>

Estimated percentage of total Scope 1+2 emissions this excluded source represents
0

Estimated percentage of total Scope 3 emissions this excluded source represents
0

Explain why this source is excluded
It is not technically possible to calculate and reliable data cannot be obtained and Insignificant in the materiality matrix

Explain how you estimated the percentage of emissions this excluded source represents
A screening has ben conducted, assuming data from similar vehicles.

Source of excluded emissions
Emissions from halon gas extinguishers in aircraft.

Scope(s) or Scope 3 category(ies)
Scope 1

Relevance of Scope 1 emissions from this source
Emissions are not relevant

Relevance of location-based Scope 2 emissions from this source
<Not Applicable>

Relevance of market-based Scope 2 emissions from this source
<Not Applicable>

Relevance of Scope 3 emissions from this source
<Not Applicable>

Date of completion of acquisition or merger
<Not Applicable>

Estimated percentage of total Scope 1+2 emissions this excluded source represents
0

Estimated percentage of total Scope 3 emissions this excluded source represents
<Not Applicable>

Explain why this source is excluded
Insignificant in the materiality matrix.

Explain how you estimated the percentage of emissions this excluded source represents
A screening has been conducted, collecting the gas capacity from the aircraft.

Source of excluded emissions
Emissions from the production of self-owned vehicles.

Scope(s) or Scope 3 category(ies)
Scope 3: Capital goods

Relevance of Scope 1 emissions from this source
<Not Applicable>

Relevance of location-based Scope 2 emissions from this source
<Not Applicable>

Relevance of market-based Scope 2 emissions from this source
<Not Applicable>

Relevance of Scope 3 emissions from this source
Emissions are not relevant

Date of completion of acquisition or merger
<Not Applicable>

Estimated percentage of total Scope 1+2 emissions this excluded source represents
<Not Applicable>

Estimated percentage of total Scope 3 emissions this excluded source represents
0

Explain why this source is excluded
Insignificant in the materiality matrix.

Explain how you estimated the percentage of emissions this excluded source represents
A screening has been conducted, assuming data from similar vehicles.

Source of excluded emissions
Emissions from waste transport

Scope(s) or Scope 3 category(ies)
Scope 3: Waste generated in operations

Relevance of Scope 1 emissions from this source
<Not Applicable>

Relevance of location-based Scope 2 emissions from this source
<Not Applicable>

Relevance of market-based Scope 2 emissions from this source
<Not Applicable>

Relevance of Scope 3 emissions from this source
Emissions are not relevant

Date of completion of acquisition or merger
<Not Applicable>

Estimated percentage of total Scope 1+2 emissions this excluded source represents
<Not Applicable>

Estimated percentage of total Scope 3 emissions this excluded source represents
0

Explain why this source is excluded
Insignificant in the materiality matrix.

Explain how you estimated the percentage of emissions this excluded source represents
A screening has been conducted, assuming the distance to the waste treatment facility.

C6.5

(C6.5) Account for your organization's gross global Scope 3 emissions, disclosing and explaining any exclusions.

Purchased goods and services

Evaluation status
Relevant, calculated

Emissions in reporting year (metric tons CO2e)
161821.77

Emissions calculation methodology
Supplier-specific method

Percentage of emissions calculated using data obtained from suppliers or value chain partners
3.41

Please explain
In cases where organizations send verified emission results or send emission calculations that have not yet been verified, supplier-specific emission values are used and are taken into account in proportion to the number of products/services purchased. If the suppliers have not calculated their emissions yet, activity data are requested in detail. Emission factors "IPCC AR5" and "Defra guideline" are used.

_Purchased Goods: DEFRA was used for the emission factor. Purchasing records of the company were used as the main source in obtaining the activity data.
_Aircraft Maintenance: The activity data obtained from our group companies carrying out maintenance activities and the EF values in IPCC AR5 were used.
_Personnel Meal: For organizations that make Emission Accounts; a verification report was used as the source of emission data. The emission amount was calculated by us by requesting activity data for other organizations. IPCC AR5 is used for EFs.
_Aircraft Catering: Emission values calculated by the organization have been used by proportioning to the purchased product/service. IPCC AR5 is used for EFs.
_Handling Service: The number of emissions calculated by the relevant institution has been used in proportion to the number of services purchased. IPCC AR5 is used for EFs.

Capital goods

Evaluation status
Relevant, calculated

Emissions in reporting year (metric tons CO2e)
18654.36

Emissions calculation methodology
Supplier-specific method

Percentage of emissions calculated using data obtained from suppliers or value chain partners
0.39

Please explain
The total emission values in the public reports of the institutions that supply us with our capital assets have been examined. Emission values per product/aircraft are calculated by taking into account the production amounts of the establishments and are included in the calculation under the indirect emission title.

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

Evaluation status
Relevant, calculated

Emissions in reporting year (metric tons CO2e)
3764914.26

Emissions calculation methodology
Fuel-based method

Percentage of emissions calculated using data obtained from suppliers or value chain partners
79

Please explain
Jet fuels used in aircraft; Diesel and gasoline consumption of road and apron vehicles under the moving combustion heading, diesel consumption from standby power units evaluated as stationary combustion, and activity data regarding all natural gas consumption used for heating and WTT-EFs taken from the DEFRA guide are included in the calculation.

Upstream transportation and distribution

Evaluation status
Not relevant, explanation provided

Emissions in reporting year (metric tons CO2e)
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain
This category is not relevant to our organization. There is no Upstream transportation and distribution activities occur under reporting boundaries of the company.

Waste generated in operations

Evaluation status
Relevant, calculated

Emissions in reporting year (metric tons CO2e)
48164.83

Emissions calculation methodology
Waste-type-specific method

Percentage of emissions calculated using data obtained from suppliers or value chain partners
1.01

Please explain
Records regarding the types and amounts of waste generated from our facilities and sent to the landfill are taken as activity data. For EF, the DEFRA guideline was used.

Business travel

Evaluation status
Relevant, calculated

Emissions in reporting year (metric tons CO2e)
28166.46

Emissions calculation methodology
Hybrid method

Percentage of emissions calculated using data obtained from suppliers or value chain partners
0.59

Please explain
The data for the hotels where our employees stay during their business trips are obtained from our electronic records. For EF, 2 separate sources were used: DEFRA guide and hotelfootprints.org

Employee commuting

Evaluation status
Relevant, calculated

Emissions in reporting year (metric tons CO2e)
23612.07

Emissions calculation methodology
Distance-based method

Percentage of emissions calculated using data obtained from suppliers or value chain partners
0.5

Please explain
For the emissions caused by the commuting of the employees to their work, km data and/or average consumption information were obtained from the contracted companies over the routes on which the vehicles operate. IPCC AR5 was used as EF.

Upstream leased assets

Evaluation status
Not relevant, explanation provided

Emissions in reporting year (metric tons CO2e)
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain
This category is not relevant to our organization. There is no Upstream leased assets activities occur under reporting boundaries of the company.

Downstream transportation and distribution

Evaluation status
Not relevant, explanation provided

Emissions in reporting year (metric tons CO2e)
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain
This category is not relevant to our organization. There is no Downstream transportation and distribution activities occur under reporting boundaries of the company.

Processing of sold products

Evaluation status
Not relevant, explanation provided

Emissions in reporting year (metric tons CO2e)
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain
This category is not relevant to our organization. There is no Processing of sold products activities occur under reporting boundaries of the company.

Use of sold products

Evaluation status
Not relevant, explanation provided

Emissions in reporting year (metric tons CO2e)
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain
This category is not relevant to our organization. There is no Use of sold products activities occur under reporting boundaries of the company.

End of life treatment of sold products

Evaluation status
Not relevant, explanation provided

Emissions in reporting year (metric tons CO2e)
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain
This category is not relevant to our organization. There is no End of life treatment of sold products activities occur under reporting boundaries of the company.

Downstream leased assets

Evaluation status
Not relevant, explanation provided

Emissions in reporting year (metric tons CO2e)
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain
This category is not relevant to our organization. There is no Downstream leased assets activities occur under reporting boundaries of the company.

Franchises

Evaluation status
Not relevant, explanation provided

Emissions in reporting year (metric tons CO2e)
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain
This category is not relevant to our organization. There is no Franchises of the company.

Investments

Evaluation status
Relevant, calculated

Emissions in reporting year (metric tons CO2e)
703509.98

Emissions calculation methodology
Investment-specific method

Percentage of emissions calculated using data obtained from suppliers or value chain partners
14.8

Please explain
We obtained all international and national flight reports from Güneş Ekspres Havacılık A.Ş. (Sun Express), which is a joint venture in that we have a 50% share. We obtained an emission value by multiplying the total flight-related fuel consumption in these reports with the EF and calorific value we used for Jet A1 fuel. Afterward, we calculated the emission falling to our share by multiplying it by 50%, which is our partnership share.

Emissions are calculated by using the natural gas and electricity bills of the campus in Libadiye for one of our subsidiaries THY Teknoloji ve Bilişim A.Ş. (THY Teknoloji) operates. The sum of these two values constitutes the emissions from our investments.

Other (upstream)

Evaluation status
Not relevant, explanation provided

Emissions in reporting year (metric tons CO2e)
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain
NA

Other (downstream)

Evaluation status
Not relevant, explanation provided

Emissions in reporting year (metric tons CO2e)
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain
NA

C6.7

(C6.7) Are carbon dioxide emissions from biogenic carbon relevant to your organization?
No

C6.10

(C6.10) 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.

Intensity figure
0.000989593

Metric numerator (Gross global combined Scope 1 and 2 emissions, metric tons CO2e)
18234248.95

Metric denominator
unit total revenue

Metric denominator: Unit total
18426000000

Scope 2 figure used
Location-based

% change from previous year
21.78

Direction of change
Decreased

Reason(s) for change
Other emissions reduction activities

Please explain
Due to the increase of new generation fuel-efficient aircraft number in our fleet, the intensity figure has decreased. There is also a big role in the recovery of the aviation sector after the pandemic. Across the aviation industry, 2022 showed an upward momentum in total revenue growth compared to 2021 and 2020. In our operations, there were more fuel-efficient flights compared to 2021, where the intensity figure was 0.00126514. There is a 21.78% reduction in emission intensity according to total revenue.

C-TS6.15

(C-TS6.15) What are your primary intensity (activity-based) metrics that are appropriate to your emissions from transport activities in Scope 1, 2, and 3?

Aviation

Scopes used for calculation of intensities
Report Scope 1 + 2

Intensity figure
0.00008009

Metric numerator: emissions in metric tons CO2e
18234248.95

Metric denominator: unit
p.km

Metric denominator: unit total
227660308199

% change from previous year
-2.42

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 2022, there is a decrease of approximately 2.42% in emission intensity compared to 2021where the intensity figure was 0.00008208. This means that there is a decrease in emission intensity and an increase in efficiency compared to last year.

ALL

Scopes used for calculation of intensities
Report Scope 1 + 2

Intensity figure
0.00008009

Metric numerator: emissions in metric tons CO2e
18234248.95

Metric denominator: unit
p.km

Metric denominator: unit total
227660308199

% change from previous year
-2.42

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 2022, there is a decrease of approximately 2.42% in emission intensity compared to 2021where the intensity figure was 0.00008208. This means that there is a decrease in emission intensity and an increase in efficiency compared to last year.

C7. Emissions breakdowns

C7.1

(C7.1) Does your organization break down its Scope 1 emissions by greenhouse gas type?

Yes

C7.1a

(C7.1a) Break down your total gross global Scope 1 emissions by greenhouse gas type and provide the source of each used greenhouse warming potential (GWP).

Greenhouse gas	Scope 1 emissions (metric tons of CO2e)	GWP Reference
CO2	18010224.67	IPCC Sixth Assessment Report (AR6 - 100 year)
CH4	3554.75	IPCC Sixth Assessment Report (AR6 - 100 year)
N2O	137439.794	IPCC Sixth Assessment Report (AR6 - 100 year)

C7.2

(C7.2) Break down your total gross global Scope 1 emissions by country/area/region.

Country/area/region	Scope 1 emissions (metric tons CO2e)
Turkey	18170029.62

C7.3

(C7.3) Indicate which gross global Scope 1 emissions breakdowns you are able to provide.

By business division
By facility
By activity

C7.3a

(C7.3a) Break down your total gross global Scope 1 emissions by business division.

Business division	Scope 1 emissions (metric ton CO2e)
Flights	18151217.79
Ground operations (on road&off road vehicles)	1700.06
Offices (headquarters, sales offices, training center, cargo facilities, terminal offices)	17111.77

C7.3b

(C7.3b) Break down your total gross global Scope 1 emissions by business facility.

Facility	Scope 1 emissions (metric tons CO2e)	Latitude	Longitude
Istanbul (Including Scope 1 GHG emissions from Aircrafts and Headquarters)	18169932.63	41.263844	28.705559
Ankara	76.018	40.124	32.9992
Izmir	20.975	38.2924	27.157

C7.3c

(C7.3c) Break down your total gross global Scope 1 emissions by business activity.

Activity	Scope 1 emissions (metric tons CO2e)
Mobile combustion (Aircraft fuel, on & off road vehicles)	18152917.85
Stationary combustion (Heating, generators, and others)	13782.48
Fugitive emissions (Refrigerator, chiller, current breaker, air conditioning, cold chambers, fire extinguishers)	3329.29

C-CE7.4/C-CH7.4/C-CO7.4/C-EU7.4/C-MM7.4/C-OG7.4/C-ST7.4/C-TO7.4/C-TS7.4

(C-CE7.4/C-CH7.4/C-CO7.4/C-EU7.4/C-MM7.4/C-OG7.4/C-ST7.4/C-TO7.4/C-TS7.4) 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	Net Scope 1 emissions , metric tons CO2e	Comment
Cement production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Chemicals production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Coal production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Electric utility activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Metals and mining production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Oil and gas production activities (upstream)	<Not Applicable>	<Not Applicable>	<Not Applicable>
Oil and gas production activities (midstream)	<Not Applicable>	<Not Applicable>	<Not Applicable>
Oil and gas production activities (downstream)	<Not Applicable>	<Not Applicable>	<Not Applicable>
Steel production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Transport OEM activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Transport services activities	18170029.62	<Not Applicable>	

C7.5

(C7.5) Break down your total gross global Scope 2 emissions by country/area/region.

Country/area/region	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
Turkey	64219.33	56406.69

C7.6

(C7.6) Indicate which gross global Scope 2 emissions breakdowns you are able to provide.

By business division
By facility
By activity

C7.6a

(C7.6a) 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)
Offices (sales locations, technical units, training centers, warehouse)	56877.814	49065.17
Headquartes	1473.888	1473.888
GPU (Ground Power Unit) & 400 Hz	5867.628	5867.628

C7.6b

(C7.6b) Break down your total gross global Scope 2 emissions by business facility.

Facility	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
Istanbul (Including 400Hz and GPU from flights operated and Headquarters)	63609.461	55796.822
Ankara	453.863	453.863
Izmir	156.006	156.006

C7.6c

(C7.6c) Break down your total gross global Scope 2 emissions by business activity.

Activity	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
Electricity consumption	55050.053	47237.41
Central heating with natural gas	1827.761	1827.761
400 Hz Consumption	621.469	621.469
Ground Power Unit (GPU) Usage (Domestic)	5246.158	5246.158
Ground Power Unit (GPU) Usage (International)	1473.888	1473.888

C7.7

(C7.7) Is your organization able to break down your emissions data for any of the subsidiaries included in your CDP response?

Not relevant as we do not have any subsidiaries

C-CE7.7/C-CH7.7/C-CO7.7/C-MM7.7/C-OG7.7/C-ST7.7/C-TO7.7/C-TS7.7

(C-CE7.7/C-CH7.7/C-CO7.7/C-MM7.7/C-OG7.7/C-ST7.7/C-TO7.7/C-TS7.7) 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
Cement production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Chemicals production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Coal production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Metals and mining production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Oil and gas production activities (upstream)	<Not Applicable>	<Not Applicable>	<Not Applicable>
Oil and gas production activities (midstream)	<Not Applicable>	<Not Applicable>	<Not Applicable>
Oil and gas production activities (downstream)	<Not Applicable>	<Not Applicable>	<Not Applicable>
Steel production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Transport OEM activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Transport services activities	0	0	

C7.9

(C7.9) How do your gross global emissions (Scope 1 and 2 combined) for the reporting year compare to those of the previous reporting year?

Increased

C7.9a

(C7.9a) 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 emissions (metric tons CO2e)	Direction of change in emissions	Emissions value (percentage)	Please explain calculation
Change in renewable energy consumption	7812.64	Decreased	0.06	Gross Scope 1+2 emissions decreased by 0.06%, purchased renewable electricity. Despite an increase in the values and services provided, emissions have not grown as high as could be expected due to renewable energy consumption. We have achieved electricity consumption reductions in our office operations. These were due to purchase of renewable electricity certificates (YEK-G) in 2022. As a result of all this renewable energy consumption, we saved 7812.64 tons of carbon emissions, in our market-based Scope 2. Our total S1 and S2 emissions in the previous year was 13519235.055 tons CO2e, therefore we arrived at -0.06% decrease through (-7812.64 / 13519235.055) * 100 = -0.06% (i.e. an 0.06% decrease in emissions).
Other emissions reduction activities	181379	Decreased	1.34	Gross Scope 1+2 emissions decreased by 1.34%, due to energy efficiency activities undertaken. Despite an increase in the values and services provided, emissions have not grown as high as could be expected due to emission reduction activities. We have achieved jet fuel consumption reductions in flight operations. These are due to fuel efficiency activities implemented in 2022. We invest in new technologies in order to optimize our flight activities, and constantly optimize our flight network, flight route and schedule categorised into 4 groups: Flight Operation Applications, Technical Maintenance Practices, Flight Planning (Dispatch) Applications, and Ground Operation Applications. We are able to reduce fuel consumption with applications such as single-engine taxi, low flap use on take-off, low flap use on landing and monitoring of aircraft aerodynamics etc. As a result of all these operational activities, in 2022, with 17 initiatives in our operations, we saved 181,379.00 tons of carbon emissions. Our total S1 and S2 emissions in the previous year was 13519235.055 tons CO2e, therefore we arrived at -1.34% decrease through (-181,379.00 /13519235.055) * 100 = -1.34% (i.e. an 1.34% decrease in emissions).
Divestment		<Not Applicable>		
Acquisitions		<Not Applicable>		
Mergers		<Not Applicable>		
Change in output	4896392.899	Increased	36.22	Compared to 2021, there has been an increase of 36.22 % in our emissions from flight activities. The reason for this situation is the weakening of the effects of the Covid-19 pandemic, especially in the aviation sector, and the increase in the number of flights in 2022. In 2021 total Scope 1 and Scope 2 were 13,519,235.06 tonnes. In 2022 total Scope 1 and Scope 2 would be 18,234,248.95 tonnes (excluding emission reduction activities.) Therefore, we arrived at 4,896,392.89 tonnes of increase in the change in output and we arrived at 36.22% through (4,896,392.89 /13,519,235.06) * 100 = 36.22% (i.e. a 36.22% increase in emissions).
Change in methodology		<Not Applicable>		
Change in boundary		<Not Applicable>		
Change in physical operating conditions		<Not Applicable>		
Unidentified		<Not Applicable>		
Other		<Not Applicable>		

C7.9b

(C7.9b) Are your emissions performance calculations in C7.9 and C7.9a based on a location-based Scope 2 emissions figure or a market-based Scope 2 emissions figure?

Market-based

C8. Energy

C8.1

(C8.1) What percentage of your total operational spend in the reporting year was on energy?

More than 40% but less than or equal to 45%

C8.2

(C8.2) 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)	Yes
Consumption of purchased or acquired electricity	Yes
Consumption of purchased or acquired heat	Yes
Consumption of purchased or acquired steam	No
Consumption of purchased or acquired cooling	Yes
Generation of electricity, heat, steam, or cooling	No

C8.2a

(C8.2a) Report your organization's energy consumption totals (excluding feedstocks) in MWh.

	Heating value	MWh from renewable sources	MWh from non-renewable sources	Total (renewable and non-renewable) MWh
Consumption of fuel (excluding feedstock)	LHV (lower heating value)	0	70051711.1	70051711.1
Consumption of purchased or acquired electricity	<Not Applicable>	17756	107357.75	125113.75
Consumption of purchased or acquired heat	<Not Applicable>	0	9023.36	9023.36
Consumption of purchased or acquired steam	<Not Applicable>	<Not Applicable>	<Not Applicable>	<Not Applicable>
Consumption of purchased or acquired cooling	<Not Applicable>	0	4157.1	4157.1
Consumption of self-generated non-fuel renewable energy	<Not Applicable>	<Not Applicable>	<Not Applicable>	<Not Applicable>
Total energy consumption	<Not Applicable>	17756	70172249.32	70190005.32

C8.2b

(C8.2b) 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	No
Consumption of fuel for the generation of heat	Yes
Consumption of fuel for the generation of steam	No
Consumption of fuel for the generation of cooling	No
Consumption of fuel for co-generation or tri-generation	No

C8.2c

(C8.2c) State how much fuel in MWh your organization has consumed (excluding feedstocks) by fuel type.

Sustainable biomass

Heating value
LHV

Total fuel MWh consumed by the organization
0

MWh fuel consumed for self-generation of electricity
<Not Applicable>

MWh fuel consumed for self-generation of heat
<Not Applicable>

MWh fuel consumed for self-generation of steam
<Not Applicable>

MWh fuel consumed for self-generation of cooling
<Not Applicable>

MWh fuel consumed for self- cogeneration or self-trigeneration
<Not Applicable>

Comment

Other biomass

Heating value
LHV

Total fuel MWh consumed by the organization
0

MWh fuel consumed for self-generation of electricity
<Not Applicable>

MWh fuel consumed for self-generation of heat
<Not Applicable>

MWh fuel consumed for self-generation of steam
<Not Applicable>

MWh fuel consumed for self-generation of cooling
<Not Applicable>

MWh fuel consumed for self- cogeneration or self-trigeneration
<Not Applicable>

Comment

Other renewable fuels (e.g. renewable hydrogen)

Heating value
LHV

Total fuel MWh consumed by the organization
0

MWh fuel consumed for self-generation of electricity
<Not Applicable>

MWh fuel consumed for self-generation of heat
<Not Applicable>

MWh fuel consumed for self-generation of steam
<Not Applicable>

MWh fuel consumed for self-generation of cooling
<Not Applicable>

MWh fuel consumed for self- cogeneration or self-trigeneration
<Not Applicable>

Comment

Coal

Heating value
LHV

Total fuel MWh consumed by the organization
0

MWh fuel consumed for self-generation of electricity
<Not Applicable>

MWh fuel consumed for self-generation of heat
<Not Applicable>

MWh fuel consumed for self-generation of steam
<Not Applicable>

MWh fuel consumed for self-generation of cooling
<Not Applicable>

MWh fuel consumed for self- cogeneration or self-trigeneration
<Not Applicable>

Comment

Oil

Heating value

Total fuel MWh consumed by the organization
0

MWh fuel consumed for self-generation of electricity
<Not Applicable>

MWh fuel consumed for self-generation of heat
<Not Applicable>

MWh fuel consumed for self-generation of steam
<Not Applicable>

MWh fuel consumed for self-generation of cooling
<Not Applicable>

MWh fuel consumed for self- cogeneration or self-trigeneration
<Not Applicable>

Comment

Gas

Heating value
LHV

Total fuel MWh consumed by the organization
74527.5

MWh fuel consumed for self-generation of electricity
<Not Applicable>

MWh fuel consumed for self-generation of heat
<Not Applicable>

MWh fuel consumed for self-generation of steam
<Not Applicable>

MWh fuel consumed for self-generation of cooling
<Not Applicable>

MWh fuel consumed for self- cogeneration or self-trigeneration
<Not Applicable>

Comment

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

Heating value
LHV

Total fuel MWh consumed by the organization
69977183.6

MWh fuel consumed for self-generation of electricity
<Not Applicable>

MWh fuel consumed for self-generation of heat
<Not Applicable>

MWh fuel consumed for self-generation of steam
<Not Applicable>

MWh fuel consumed for self-generation of cooling
<Not Applicable>

MWh fuel consumed for self- cogeneration or self-trigeneration
<Not Applicable>

Comment

Total fuel

Heating value
LHV

Total fuel MWh consumed by the organization
70051711.1

MWh fuel consumed for self-generation of electricity
<Not Applicable>

MWh fuel consumed for self-generation of heat
<Not Applicable>

MWh fuel consumed for self-generation of steam
<Not Applicable>

MWh fuel consumed for self-generation of cooling
<Not Applicable>

MWh fuel consumed for self- cogeneration or self-trigeneration
<Not Applicable>

Comment

C8.2e

(C8.2e) 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 C6.3.

Country/area of low-carbon energy consumption
Turkey

Sourcing method
Unbundled procurement of energy attribute certificates (EACs)

Energy carrier
Electricity

Low-carbon technology type
Large hydropower (>25 MW)

Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)
13235.97

Tracking instrument used
Other, please specify (EPİAŞ(Türkiye) Renewable Energy Guarantees of Origin System (YEK-G))

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

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

Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)
2019

Comment

C8.2g

(C8.2g) Provide a breakdown by country/area of your non-fuel energy consumption in the reporting year.

Country/area
Turkey

Consumption of purchased electricity (MWh)
125113.75

Consumption of self-generated electricity (MWh)
0

Is this electricity consumption excluded from your RE100 commitment?
<Not Applicable>

Consumption of purchased heat, steam, and cooling (MWh)
2897.43

Consumption of self-generated heat, steam, and cooling (MWh)
0

Total non-fuel energy consumption (MWh) [Auto-calculated]
128011.18

C-TS8.5

(C-TS8.5) Provide any efficiency metrics that are appropriate for your organization's transport products and/or services.

Activity
Aviation

Metric figure
0.031

Metric numerator
Other, please specify (Liters of fuel)

Metric denominator
Available seat.km

Metric numerator: Unit total
7057469554

Metric denominator: Unit total
227660000000

% change from last year
-1.94

Please explain
The emission intensity value has been revised for 2021 using the Available Seat Kilometer. Considering the change in fuel consumption intensity,n 2021 compared to 2022, a decrease of 1.94% was observed. Turkish Airlines fleet performed more efficient flights in 2022 compared to 2021 where the intensity figure was "0.0316 kg of fuel" per t.km.

The emission intensity value decreased by 30% compared to the previous year. This increase is valid for the emission intensity value evaluated together with kg fuel and t.km "Available Ton Km (ATK)" values. Turkish Airlines fleet performed more efficient flights in 2021 compared to 2020.

C9. Additional metrics

C9.1

(C9.1) Provide any additional climate-related metrics relevant to your business.

Description
Please select

Metric value

Metric numerator

Metric denominator (intensity metric only)

% change from previous year

Direction of change
<Not Applicable>

Please explain
N/A

C-TO9.3/C-TS9.3

(C-TO9.3/C-TS9.3) Provide tracking metrics for the implementation of low-carbon transport technology over the reporting year.

Activity
Aviation

Metric
Fleet adoption

Technology
Other, please specify (Fuel efficient aircraft)

Metric figure
25

Metric unit
Other, please specify (% of fleet)

Explanation
Turkish Airlines is the 9th largest airline company in terms of fleet size among airlines carrying passengers as of the end of 2022 with its 394 aircraft. Among the top 10 airlines in terms of fleet size, with an average fleet age of 8.7, Turkish Airlines is the 4th airline company. Turkish Airlines, which has one of the youngest aircraft fleets in the world considering its fleet size and has been selected as "Türkiye's Most Valuable Brand" for the Fifth time in a row, continues to add new generation aircraft with high fuel efficiency and less noise level. As of the end of 2022, Turkish Airlines has 101 new generation aircraft which are fuel-efficient, more environmentally friendly, and save an average of 15% fuel compared to the equivalent aircraft, and regarding the fleet size, it is the airline with the highest rate of new generation aircraft among the 10 largest airline companies in the world. Thanks to our fleet renewal efforts, the number of our energy-efficient aircraft reached 101 in 2022 and the ratio of fuel-efficient aircraft to total fleet is %25.

C-CE9.6/C-CG9.6/C-CH9.6/C-CN9.6/C-CO9.6/C-EU9.6/C-MM9.6/C-OG9.6/C-RE9.6/C-ST9.6/C-TO9.6/C-TS9.6

(C-CE9.6/C-CG9.6/C-CH9.6/C-CN9.6/C-CO9.6/C-EU9.6/C-MM9.6/C-OG9.6/C-RE9.6/C-ST9.6/C-TO9.6/C-TS9.6) Does your organization invest in research and development (R&D) of low-carbon products or services related to your sector activities?

	Investment in low-carbon R&D	Comment
Row 1	Yes	

C-TO9.6a/C-TS9.6a

(C-TO9.6a/C-TS9.6a) Provide details of your organization's investments in low-carbon R&D for transport-related activities over the last three years.

Activity
Aviation

Technology area
Other, please specify (Fuel Management)

Stage of development in the reporting year
Full/commercial-scale demonstration

Average % of total R&D investment over the last 3 years
1.49

R&D investment figure in the reporting year (unit currency as selected in C0.4) (optional)

Average % of total R&D investment planned over the next 5 years
10.8

Explain how your R&D investment in this technology area is aligned with your climate commitments and/or climate transition plan
As Turkish Airlines, we carry out our operations with a sense of responsibility towards the environment and society. With the awareness that our biggest impact on climate change is fuel use, we first consider our fuel efficiency in all possible operational processes. In this context, we invest in new technologies in order to optimize our flight activities, and constantly optimize our flight network, flight route, and schedule categorized into 4 groups: Flight Operation Applications, Technical Maintenance Practices, Flight Planning (Dispatch) Applications, and Ground Operation Applications. We are able to reduce fuel consumption with applications such as single-engine taxi, low flap use on take-off, low flap use on landing, monitoring of aircraft aerodynamics, etc. So, R&D investments such as FMIS are aligned with our commitment to be a carbon-neutral airline by 2050, as these R&D investments in this technology area provide fuel efficiency resulting in significant emission reductions.

Activity
Aviation

Technology area
Geared Turbo Fan – Ultra-High Bypass Ratio engine

Stage of development in the reporting year
Large scale commercial deployment

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

R&D investment figure in the reporting year (unit currency as selected in C0.4) (optional)

Average % of total R&D investment planned over the next 5 years
43.92

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 "Ultra-high bypass ratio engine". According to engine manufacturer data, new engines are 16% more fuel efficient. In the reporting year, 201,844.017.9 tonnes of carbon emissions were saved. We consider this as a low-carbon service as outlined in "The IEA Energy Technology Perspectives Clean Energy Technology Guide" taxonomy.

Activity
Aviation

Technology area
Other, please specify (Operational advantages / Carbon brakes)

Stage of development in the reporting year
Applied research and development

Average % of total R&D investment over the last 3 years
0.24

R&D investment figure in the reporting year (unit currency as selected in C0.4) (optional)

Average % of total R&D investment planned over the next 5 years
32.47

Explain how your R&D investment in this technology area is aligned with your climate commitments and/or climate transition plan
A number of Boeing 737-800 airplane's steel brakes and wheels were replaced with carbon wheels and brakes in our fleet. This modification helped 300 kg reduction per aircraft. Carbon brakes offer significant weight savings compared to steel brakes. This translates into a lighter airplane, which directly contributes to decreased fuel consumption and associated reductions in engine emissions.

The Descent Profile Optimization (DPO) updates Flight Management System (FMS) and optimizes the computed vertical profile. It decreases the idle thrust margins in descent and the speed margins in approach to reduce fuel burn in the descent phase. This upgrade provides lower engine fuel flow all along the descent and approach phases and this upgrade can be regarded as an electronic aviation activity. THY considers to upgrade its A320 and A330 CEO fleet with DPO within the next years. It is assumed to provide approximately 40,262,000 KG CO2 emission reduction per year.

C10. Verification

C10.1

(C10.1) Indicate the verification/assurance status that applies to your reported emissions.

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

C10.1a

(C10.1a) Provide further details of the verification/assurance undertaken for your Scope 1 emissions, and attach the relevant statements.

Verification or assurance cycle in place
Annual process

Status in the current reporting year
Complete

Type of verification or assurance
Reasonable assurance

Attach the statement
THY-CDP.pdf

Page/ section reference
Page 2

Relevant standard
ISO14064-3

Proportion of reported emissions verified (%)
100

C10.1b

(C10.1b) Provide further details of the verification/assurance undertaken for your Scope 2 emissions and attach the relevant statements.

Scope 2 approach
Scope 2 location-based

Verification or assurance cycle in place
Annual process

Status in the current reporting year
Complete

Type of verification or assurance
Reasonable assurance

Attach the statement
THY-CDP.pdf

Page/ section reference
Page 2

Relevant standard
ISO14064-3

Proportion of reported emissions verified (%)
100

Scope 2 approach
Scope 2 market-based

Verification or assurance cycle in place
Annual process

Status in the current reporting year
Complete

Type of verification or assurance
Reasonable assurance

Attach the statement
THY-CDP.pdf

Page/ section reference
Page 2

Relevant standard
ISO14064-3

Proportion of reported emissions verified (%)
100

C10.1c

(C10.1c) Provide further details of the verification/assurance undertaken for your Scope 3 emissions and attach the relevant statements.

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

Verification or assurance cycle in place
Annual process

Status in the current reporting year
Complete

Type of verification or assurance
Reasonable assurance

Attach the statement
THY-CDP.pdf

Page/section reference

Relevant standard
ISO14064-3

Proportion of reported emissions verified (%)
100

C10.2

(C10.2) Do you verify any climate-related information reported in your CDP disclosure other than the emissions figures reported in C6.1, C6.3, and C6.5?

Yes

C10.2a

(C10.2a) Which data points within your CDP disclosure have been verified, and which verification standards were used?

Disclosure module verification relates to	Data verified	Verification standard	Please explain
C11. Carbon pricing	Other, please specify (Emissions covered by UK ETS)	UK ETS Scheme	Verified Scope 1 emissions in metric tons CO2e covered by UK ETS Turkish Airlines_2022 UK ETS Verification Report.pdf

C11. Carbon pricing

C11.1

(C11.1) Are any of your operations or activities regulated by a carbon pricing system (i.e. ETS, Cap & Trade or Carbon Tax)?

Yes

C11.1a

(C11.1a) Select the carbon pricing regulation(s) which impacts your operations.

EU ETS
Switzerland ETS
UK ETS

C11.1b

(C11.1b) Complete the following table for each of the emissions trading schemes you are regulated by.

EU ETS

% of Scope 1 emissions covered by the ETS
0.03

% of Scope 2 emissions covered by the ETS
10.3

Period start date
January 1 2022

Period end date
December 31 2022

Allowances allocated
6619

Allowances purchased
6619

Verified Scope 1 emissions in metric tons CO2e
6619

Verified Scope 2 emissions in metric tons CO2e
0

Details of ownership
Facilities we own and operate

Comment

Switzerland ETS

% of Scope 1 emissions covered by the ETS
0

% of Scope 2 emissions covered by the ETS
0.08

Period start date
December 1 2021

Period end date
December 31 2022

Allowances allocated
52

Allowances purchased
52

Verified Scope 1 emissions in metric tons CO2e
52

Verified Scope 2 emissions in metric tons CO2e
0

Details of ownership
Facilities we own and operate

Comment

UK ETS

% of Scope 1 emissions covered by the ETS
0.01

% of Scope 2 emissions covered by the ETS
3.57

Period start date
January 1 2022

Period end date
December 31 2022

Allowances allocated
2297

Allowances purchased
2297

Verified Scope 1 emissions in metric tons CO2e
2297

Verified Scope 2 emissions in metric tons CO2e
0

Details of ownership
Facilities we own and operate

Comment

C11.1d

(C11.1d) 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 credit corresponding to the verified emission amount is 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), 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. In the following years, emissions that exceed the determined base year emissions amount will be offset. 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)).

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: investing in the use of SAF in the upcoming years.

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.

C11.2

(C11.2) Has your organization canceled any project-based carbon credits within the reporting year?

No

C11.3

(C11.3) Does your organization use an internal price on carbon?

Yes

C11.3a

(C11.3a) Provide details of how your organization uses an internal price on carbon.

Type of internal carbon price
Shadow price

How the price is determined
Alignment with the price of allowances under an Emissions Trading Scheme

Objective(s) for implementing this internal carbon price
Drive energy efficiency
Drive low-carbon investment

Scope(s) covered
Scope 1

Pricing approach used – spatial variance
Uniform

Pricing approach used – temporal variance
Evolutionary

Indicate how you expect the price to change over time
After evaluation of STEPS, Net Zero Emissions by 2050 Scenario, and SDS scenarios, and related computations; internal carbon price is decided to be 90 USD at minimum and 140 USD at maximum .

Actual price(s) used – minimum (currency as specified in C0.4 per metric ton CO2e)
90

Actual price(s) used – maximum (currency as specified in C0.4 per metric ton CO2e)
140

Business decision-making processes this internal carbon price is applied to
Capital expenditure
Operations
Procurement
Value chain engagement

Mandatory enforcement of this internal carbon price within these business decision-making processes
No

Explain how this internal carbon price has contributed to the implementation of your organization's climate commitments and/or climate transition plan
The shadow price mechanism helps Turkish Airlines' business strategy to better understand the impacts of climate-related risks and to better estimate the financial impacts of new technology aircraft, emerging regulations, and sustainable fuel alternatives. In the internal strategic planning, this shadow price mechanism helps to identify the calculation of the internal rate of return (IRR) of Capex. Furthermore, in calculating the climate-related risk and the opportunities those IRR calculations help to make better assumptions.

C12. Engagement

C12.1

(C12.1) Do you engage with your value chain on climate-related issues?
Yes, our suppliers
Yes, our customers/clients
Yes, other partners in the value chain

C12.1a

(C12.1a) Provide details of your climate-related supplier engagement strategy.

Type of engagement
Engagement & incentivization (changing supplier behavior)

Details of engagement
Run an engagement campaign to educate suppliers about climate change

% of suppliers by number
70

% total procurement spend (direct and indirect)
69.4

% of supplier-related Scope 3 emissions as reported in C6.5
82.44

Rationale for the coverage of your engagement
THY has long been implementing various initiatives to address climate change and reduce its environmental impact. As part of its sustainability strategy, THY has taken a proactive approach to engage with its fuel, aircraft, MRO, Handling, and catering suppliers, emphasizing the importance of climate change mitigation and environmental responsibility. THY is aware of its suppliers play a crucial role in its sustainability journey and their direct contribution to its carbon footprint, making them essential partners in achieving its climate change goals. THY engages with these suppliers as they demonstrate a commitment to sustainability, incorporating environmental considerations into their operations and product offerings. Selected suppliers have demonstrated a track record of innovation and expertise in developing sustainable solutions.They have invested in R&D to create fuel-efficient engines, lightweight aircraft structures.By partnering with these suppliers, THY can leverage their expertise and access cutting-edge technologies that help reduce carbon emissions.THY values transparency in its supply chain and this transparency enables it to make informed decisions, set emission reduction targets, and monitor progress effectively.Selected suppliers actively engage in dialogue and work collaboratively to identify innovative solutions for reducing emissions.

A case study of this engagement in 2022 is that we have taken our place in Türkiye's first sustainable aviation platform,established with the cooperation of Turkish Airlines, Boeing, and Istanbul Technical University.The Platform will further the decarbonization journey and sustainability transformation of the Turkish aviation industry.The parties will work together with the rest of the "Türkiye Aviation Sustainability Alliance" stakeholders to develop a SAF Roadmap for Türkiye.

Another case study is that THY, which started to use SAF actively in its operations as of 2022, signed the Global SAF Declaration which aims to decarbonize the aviation industry together with all industry stakeholders by accelerating the production and use of SAF. The initial participants of the alliance are Turkish Airlines, Airbus, Safran and Rolls Royce.

The engagement with suppliers is intended to be a long-term partnership. THY recognizes that addressing climate change requires sustained efforts and continuous improvement.

Impact of engagement, including measures of success
Success will be measured by our suppliers', some of which are our subsidiaries,reducing their own carbon emissions with producing more sustainable products, offering more sustainable solutions&services, consequently reducing the emissions of our value chain. With our commitment to become "Carbon Neutral by 2050", we have been engaging with our suppliers representing 70% of our total supply chain on climate-related issues. As the main participants of the global sustainability-focused alliances that we are part of, Boeing and Airbus develop, manufacture, and service commercial airplanes, defense products, and space systems, which are among our key suppliers that we make aircraft purchases, will continue to invest in efficiencies that reduce fuel use and carbon emissions as deploying the latest generation of airplanes is one of the most significant contributions to CO2 emissions reduction available over the next decade. Also, Boeing is working to make SAF more accessible to help deliver on its commitment that commercial airplanes will be compatible to fly on 100% SAF by 2030.

Apart from that, a workshop was held in order to strengthen the sustainability activities carried out in our partnership with the joint efforts we will carry out with our subsidiaries. After the workshop with our subsidiaries, a question list was conveyed to the subsidiaries in order to understand the sustainability status of our subsidiaries and to decide where to start the improvement works. As a result of the communication by the subsidiaries, an analysis was carried out and the critical issues for our Incorporation were determined. Upon the analysis, actions will be determined for areas open to improvement and our subsidiaries will be requested to carry out studies in this direction. Turkish Airlines also engages with its suppliers at least once a year in terms of acquiring info about their studies on climate and also informing them about up-to-date climate-related issues. The 70% is calculated by considering the spend of specific suppliers and the materiality they represent among all value chain in terms of their activities which are most material to THY's carbon emissions. Accordingly, the selected suppliers are the focus of the engagement.

Comment

C12.1b

(C12.1b) Give details of your climate-related engagement strategy with your customers.

Type of engagement & Details of engagement

Education/information sharing	Run an engagement campaign to education customers about your climate change performance and strategy

% of customers by number
100

% of customer - related Scope 3 emissions as reported in C6.5
100

Please explain the rationale for selecting this group of customers 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 "Renewable Energy", "Social Benefit" and "Green World" 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.

Impact of engagement, including measures of success
Success is measured by the number of carbon offsets retired on behalf of our customers. A total of 4.513.816 kg CO2 was offset as of 1 August 2022 within the scope of the CO2mission Voluntary Carbon Offset Program of Turkish Airlines. In this context, a total of 49.666,44 USD has been contributed to the carbon offset projects in the Renewable Energy, Social Benefit and Green World portfolios offered to the passengers. This amount also includes the offset of IATA AGM 2023 event.

Besides the Voluntary Carbon Offset Project “CO2mission”, by which we offer our passengers the option to offset the emissions arising from their flights, extending the project from our individual customers to our corporate customers is among the issues on our agenda. Currently, we are contacting with our corporate customers to launch the Corporate SAF Program.

C12.1d

(C12.1d) Give details of your climate-related engagement strategy with other partners in the value chain.

Turkish Airlines(THY) shares its objectives and actions which are shaped within the axis of its material issues and its annual progress with all its stakeholders and the public via its reports. In the 2021 reporting process, firstly the material issues were identified. A subject universe consisting of the ones that might be vital to the aviation sector was formed. When

creating it, topics were included by using the contents of reporting frameworks such as WEF,GRI, SASB, TCFD,17SDGs of UN, sectoral and peer practices as well as stakeholder expectations.The identified issues were evaluated via online Turkish&English surveys with external stakeholders, members of working groups, company executives and employees in various units of THY. The results were evaluated in a workshop where a training session was held with a team of nearly 100 executives who are members of THY Sustainability Working Group,and from various units.Hereby, tables of material issues, SDGs and stakeholders were finalized.Conscious of the importance of stakeholder participation in improving our sustainability performance;THY evaluates the suggestions submitted through the Individual Suggestion System, which allows employees to share their suggestions; and implements projects that are feasible.Also; in order to activate the creative potential of our employees in sustainability issues and to increase their participation in innovation activities, we launched the "Innovative Ideas Focused on Sustainability" solution competition in January 2022.It is aimed to give employees the opportunity to present, project and implement their valuable ideas.

In 2022, THY was entitled to be included in the BIST Sustainability Index once more.THY transparently reports its metrics regarding governance structure, strategy, risk-opportunity management, budget&carbon emissions related to climate change to institutional investors and the public via CDP and Sustainability Reports.THY uses various channels to engage with its internal stakeholders including shareholders/financial partners/investors and employees as well as external stakeholders including government, certification bodies,business partners, customers, suppliers, communities, NGOs&academic institutions. THY pays strict attention to meet the information demands of institutional investors. As such, investor day events were held. Our Incorporation attended 7 investor conferences and roadshows, held 78 teleconference meetings and over 100 individual/corporate investor meetings. Organized 4 teleconferences on the results of the financial statements. THY holds meetings, correspondences and calls occasionally with institutional investors regarding climate-related issues.Pursuant to the Capital Market Board Corporate Governance Communique THY is subject to disclose the Corporate Governance Compliance Report on the Public Disclosure Platform.

As the airline flying to most countries from a single hub, THY engages with IGA through the lease agreement. THY is required to meet the environmental&sustainability requirements in the agreement. The requirements consist of certain topics such as Waste Management including waste recycling and disposal, ISO14001EMS, ISO14064, Air Quality Management, Water&Waste water, Noise&Land Pollution Management.THY is required to present the environmental progress report to IGA each month. Engagement with IGA is maintained via landside operations as well responding to the increasing flight traffic by maintaining the highest level of safety while maximizing the existing runway and taxiway capacity, making ground operations more efficient and environmentally friendly with sustainable methods in the systems and procedures required to monitor runway&apron traffic.

THY engages with ATC/ATM Providers to improve its infrastructure through ATC operations (Separation, Use of Airspace effectively) covering the SESAR Project, Military Airspace and Route Optimization.Under the Aerodrome Infrastructure improvements, there are new parking areas/taxiways, Assessment of Service Providers' Equipment.THY strives to improve the air traffic management system in close collaboration with both domestic and international air navigation service providers.Besides a team always busy researching the most appropriate flight routes,a committee was formed including many departments,to be assigned to the SESAR project. Among other infrastructure projects carried out to increase operational efficiency, there are many airport improvement activities such as the construction of new parking areas and utilization of the airspace better through the improved approach procedure.

In addition to the international committees and working groups THY participates actively such as IATA Committees, Directory of Security of THY participates in the ICAO's sharing group (ICAO Ad Hoc Working Group on Combatting Trafficking in Supply Chain (AHWG-TSP) on preventing human trafficking in the aviation sector supply chain.

C12.2

(C12.2) Do your suppliers have to meet climate-related requirements as part of your organization's purchasing process?

Yes, climate-related requirements are included in our supplier contracts

C12.2a

(C12.2a) Provide details of the climate-related requirements that suppliers have to meet as part of your organization's purchasing process and the compliance mechanisms in place.

Climate-related requirement

Complying with regulatory requirements

Description of this climate related requirement

THY declares its Supplier CoC Policy consisting of essential issues such as Human Rights, Equality, Child Labor&Illegal Employment, Modern Slavery, Human Trafficking, Protection of Environment to guide suppliers and to draw attention to principles of Code of Ethics Manual during passenger&cargo transportation and training activities it carries out in accordance with the national&international standards, expecting all its suppliers to comply with principles of the Code of Ethics Manual within the scope of the applicable law and THY procedures.
In contracts, THY includes Environmental Requirements for suppliers, aiming to impact the entire supply chain through commercial partners. Suppliers undergo a detailed evaluation through the Supplier Risk Evaluation Procedure to ensure accurate selection. Suppliers must fulfill environmental legislation and international requirements as per the contracts.THY has the authority to conduct audits/quality control based on its management system documents and rules. Suppliers are expected to address requested corrections within specified timeframes, or penalties may be applied. Suppliers may be requested to submit information/documents on environmental issues.ISO 14001 EMS, EMAS, or IEnvA certificates should be provided if applicable. Suppliers should also submit life cycle analyses and Zero Waste Certificates for relevant products. Compliance with waste prevention measures is essential, promoting the purchase of waste-preventing products.

% suppliers by procurement spend that have to comply with this climate-related requirement

100

% suppliers by procurement spend in compliance with this climate-related requirement

100

Mechanisms for monitoring compliance with this climate-related requirement

Supplier self-assessment

Response to supplier non-compliance with this climate-related requirement

Retain and engage

C12.3

(C12.3) Does your organization engage in activities that could either directly or indirectly influence policy, law, or regulation that may impact the climate?

Row 1

External engagement activities that could directly or indirectly influence policy, law, or regulation that may impact the climate

Yes, we engage directly with policy makers
Yes, our membership of/engagement with trade associations could influence policy, law, or regulation that may impact the climate
Yes, we fund organizations or individuals whose activities could influence policy, law, or regulation that may impact the climate

Does your organization have a public commitment or position statement to conduct your engagement activities in line with the goals of the Paris Agreement?

Yes

Attach commitment or position statement(s)

2022 Annual Report.pdf

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

In the attached Annual Report on pages 140-147, the engagement with all the stakeholders and Turkish Airlines' strategy to determine its material issues within the scope of sustainability with a consideration of national and international trends and the expectations of its stakeholders are published.

In light of its responsible business approach, Turkish Airlines aims to integrate the UN Sustainable Development Goals into all its operations, reinforcing its commitment to sustainability as a participant of the UN Global Compact as of 2022. It actively supports sustainability practices and adopts IATA targets to reduce carbon emissions. Turkish Airlines has implemented a comprehensive fuel efficiency program. Fuel Executive Committee was formed as part of this program and regularly informs the CEO and reports on fuel efficiency performance. GHG emissions are verified by a third party, and efforts continue to meet CORSIA requirements. Turkish Airlines supports the net-zero carbon targets set by the international air industry and Türkiye's net-zero target by 2053. Turkish Airlines goes beyond compliance with regulations, supporting the fight against climate change and committing to be carbon neutral by 2050. Turkish Airlines promotes the development and use of SAF to reduce emissions. SAF is already being used on certain European routes, contributing to a significant reduction in GHG emissions compared to the same amount of traditional kerosene fuel. The company plans to expand SAF usage and supports projects in this area. Turkish Airlines signed the Global SAF Declaration which aims to decarbonize the aviation industry together with all industry stakeholders by accelerating the production and use of SAF.

Primary reason for not engaging in activities that could directly or indirectly influence policy, law, or regulation that may impact the climate

<Not Applicable>

Explain why your organization does not engage in activities that could directly or indirectly influence policy, law, or regulation that may impact the climate

<Not Applicable>

C12.3a

(C12.3a) On what policy, law, or regulation that may impact the climate has your organization been engaging directly with policy makers in the reporting year?

Specify the policy, law, or regulation on which your organization is engaging with policy makers
The Directorate General of Civil Aviation (DGCA) of Türkiye

Category of policy, law, or regulation that may impact the climate
Low-carbon products and services

Focus area of policy, law, or regulation that may impact the climate
Alternative fuels

Policy, law, or regulation geographic coverage
National

Country/area/region the policy, law, or regulation applies to
Turkey

Your organization's position on the policy, law, or regulation
Neutral

Description of engagement with policy makers
The Turkish DGCA published a draft regulation in August 2022 to introduce a SAF obligation, proposing a gradually increasing SAF blending rate on a yearly basis starting from 2025. The scope of the draft regulation covers all international flights departing from Türkiye. While airlines are obliged to uptake SAF blended fuel, fuel suppliers are required to provide it. In case of any lack of supply, airlines will not be faced with any penalty. In order to comply with the SAF mandate in Türkiye, the main responsibilities such as procurement and reporting would belong to airlines.

Following the announcement of the draft SAF regulation, the Turkish DGCA sent a consultation form to all stakeholders in Türkiye such as airlines, fuel producers, and suppliers to review and comment on the draft regulation articles. We reviewed all the articles from an airline's perspective and sent our comments back to DGCA through an official letter. Soon after gathering the feedback, all relevant stakeholders came together in a meeting organized by DGCA to discuss the main aspects of the draft regulation. The draft regulation has not been official yet.

Details of exceptions (if applicable) and your organization's proposed alternative approach to the policy, law or regulation
<Not Applicable>

Have you evaluated whether your organization's engagement on this policy, law, or regulation is aligned with the goals of the Paris Agreement?
Yes, we have evaluated, and it is aligned

Please explain whether this policy, law or regulation is central to the achievement of your climate transition plan and, if so, how?
Turkish Airlines(THY) carries out its activities to reduce the negative and irreversible effects of global climate crisis and to minimize climate-related risks. Being fully aware of the impact of aviation industry on climate change, THY optimizes its flight operations to increase fuel efficiency, invests in new technologies, and gives priority to aircraft and engines with high efficiency while including new-generation aircraft in its fleet. At the same time, since Sustainable Aviation Fuel (SAF) plays a key role in reducing carbon emissions caused by the aviation industry, THY carries out sustainable biofuel R&D studies in cooperation with universities to reduce the amount of fossil-based aviation fuel use. In line with acting with the awareness of the importance of efforts to reduce its carbon footprint and commitment to being a ''Carbon Neutral Airline in 2050'', THY has expanded the use of SAF, which has been included in its plans to combat the climate crisis, it started to use voluntary SAF once a week on the determined routes as of 2022. In the roadmap for THY to reach the carbon neutrality target by 2050, the instruments are determined as new generation aircraft, operational improvements, SAF usage, and purchase of emission credits that provide emission reduction.

Reducing GHG emissions and achieving net-zero targets in aviation industry is more complex than in any other sector and require radical changes. The industry's achievement of this goal will be possible with the use of SAF, new aircraft technologies, carbon offset, and carbon capture practices. Among these practices, use of SAF is seen as the most essential tool to achieve this goal, in line with the 1.5°C target of the Paris Agreement. In addition to targets set by airlines, states apply national regulations in terms of their Paris Agreement commitments and strategies for reducing GHG emissions. As today's global SAF supply is at very low levels and its prices are 3-5 times higher than traditional jet fuel, any reasonable initiative to help accelerate SAF production and usage be helpful to access SAF and hence emission reduction targets.

If Turkish DGCA's draft SAF regulation is officialized, it'd be aligned with the SAF instrument that we've already included as a key element in our carbon neutrality target roadmap. In order to reach carbon reduction targets of THY, whole industry efforts are an essential part of the company's engagement strategy as part of the climate transition plan.

C12.3b

(C12.3b) Provide details of the trade associations your organization is a member of, or engages with, which are likely to take a position on any policy, law or regulation that may impact the climate.

Trade association
International Air Transport Association

Is your organization's position on climate change policy consistent with theirs?
Consistent

Has your organization attempted to influence their position in the reporting year?
Yes, we publicly promoted their current position

Describe how your organization's position is consistent with or differs from the trade association's position, and any actions taken to influence their position
The International Air Transport Association (IATA) 77th Annual General Meeting approved a resolution for the global air transport industry to achieve net-zero carbon emissions by 2050. This pledge brings air transport in line with the objectives of the Paris Agreement to limit global warming to well below 2°C. To succeed, it will require the coordinated efforts of the entire industry (airlines, airports, air navigation service providers, manufacturers) and significant government support.
https://www.iata.org/en/programs/environment/flynetzero/
With environment and sustainability topics reaching the top of the agenda in the industry, IATA aims to lead the sustainability transformation by supporting the aviation supply chain to improve its policies, practices, and sustainability performance. The IEnvA program is an environmental management and assessment system designed to independently evaluate and improve airlines' environmental performance by International Air Transport Association-IATA. IEnvA is a voluntary program based on globally recognized environmental and sustainability standards as well as industry best practices. It is a commitment to continually improving environmental sustainability. Adopting the programs implemented by IEnvA allows the airline to focus on improving its environmental performance rather than developing an environmental management system from scratch.
ADVANTAGES OF IEnvA
• Being a pioneer in the sector,
• Access to best practices in the industry,
• Access to the airport environment database,
• A dynamic program with constant updating of standards to reflect environmental best practices,
• Independent assessments by accredited Environmental Assessment Organizations (EAO), which maximize data exchange,
• Easy adaptation to legal compliance.
The standards established under IEnvA have been developed to ensure that airline operators deal with their environmental issues in a consistent manner. The IEnvA program sets the ground rules for how an airline operator will address non-financial issues such as environmental sustainability. Applying IEnvA makes airlines proactive in dealing with environmental and sustainability risks and opportunities and keeps the organization working together.

Funding figure your organization provided to this trade association in the reporting year (currency as selected in C0.4)
0

Describe the aim of your organization's funding
<Not Applicable>

Have you evaluated whether your organization's engagement with this trade association is aligned with the goals of the Paris Agreement?
Yes, we have evaluated, and it is aligned

C12.3c

(C12.3c) Provide details of the funding you provided to other organizations or individuals in the reporting year whose activities could influence policy, law, or regulation that may impact the climate.

Type of organization or individual
Non-Governmental Organization (NGO) or charitable organization

State the organization or individual to which you provided funding
United Nations (UN) Global Compact

Funding figure your organization provided to this organization or individual in the reporting year (currency as selected in C0.4)
25000

Describe the aim of this funding and how it could influence policy, law or regulation that may impact the climate
With over 15,000 companies and over 5,000 external members in 163 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.
As Turkish Airlines, we participated in UN Global Compact in 2022. Upon our membership, 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 by UNGC and the meetings held at the local level; The studies that can be carried out on human rights were examined.

Have you evaluated whether this funding is aligned with the goals of the Paris Agreement?
Yes, we have evaluated, and it is aligned

C12.4

(C12.4) Have you published information about your organization's response to climate change and GHG emissions performance for this reporting year in places other than in your CDP response? If so, please attach the publication(s).

Publication
In mainstream reports

Status
Complete

Attach the document
2022 Annual Report.pdf
turkish-airlines-2023-2033-strategy.pdf

Page/Section reference

Governance - Page 170 - 171 of 2022 Annual Report
Strategy - Page 38 - 68 of 2022 Annual Report
Risks & opportunities - Page -152 of 2022 Annual Report
Emission targets - Page 15 of "turkish-airlines-2023-2033-strategy" report attached.

Content elements
Governance
Strategy
Risks & opportunities
Emission targets

Comment

C12.5

(C12.5) Indicate the collaborative frameworks, initiatives and/or commitments related to environmental issues for which you are a signatory/member.

	Environmental collaborative framework, initiative and/or commitment	Describe your organization's role within each framework, initiative and/or commitment
Row 1	Task Force on Climate-related Financial Disclosures (TCFD) UN Global Compact	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 Incorporation 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 Incorporation considers that the TCFD recommendations provide a useful framework to increase transparency on climate-related risks and opportunities within our Incorporation, 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 with the investments, projects and practices, and the Incorporation works 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 UN Sustainable Development Goals. In August 2022, we have 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 comes with benefits, it also comes with responsibilities. Signatory companies are expected to actively implement the principles, regularly communicate your progress through the annual Communication on Progress (COP) report, and continually strive to improve their sustainability performance. Accordingly, our Incorporation will be reporting its strategies and operations, as well as efforts to support societal priorities through the annual Communication on Progress (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 sustainable development goals. By aligning with the UN Global Compact and implementing its principles, our company contributes to global development and the achievement of the United Nations' Sustainable Development Goals (SDGs). This includes efforts to reduce greenhouse gas emissions, promote human rights, support local communities, and foster diversity and inclusion Also, it can positively impact our reputation, stakeholder engagement, and long-term business success.

C15. Biodiversity

C15.1

(C15.1) Is there board-level oversight and/or executive management-level responsibility for biodiversity-related issues within your organization?

	Board-level oversight and/or executive management-level responsibility for biodiversity-related issues	Description of oversight and objectives relating to biodiversity	Scope of board-level oversight
Row 1	Yes, both board-level oversight and executive management-level responsibility	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.	<Not Applicable>

C15.2

(C15.2) Has your organization made a public commitment and/or endorsed any initiatives related to biodiversity?

	Indicate whether your organization made a public commitment or endorsed any initiatives related to biodiversity	Biodiversity-related public commitments	Initiatives endorsed
Row 1	Yes, we have made public commitments and publicly endorsed initiatives related to biodiversity	Other, please specify (United for Wildlife Buckingham Palace Declaration (UFW))	SDG

C15.3

(C15.3) Does your organization assess the impacts and dependencies of its value chain on biodiversity?

Impacts on biodiversity

Indicate whether your organization undertakes this type of assessment
No, but we plan to within the next two years

Value chain stage(s) covered
<Not Applicable>

Portfolio activity
<Not Applicable>

Tools and methods to assess impacts and/or dependencies on biodiversity
<Not Applicable>

Please explain how the tools and methods are implemented and provide an indication of the associated outcome(s)
<Not Applicable>

Dependencies on biodiversity

Indicate whether your organization undertakes this type of assessment
No, but we plan to within the next two years

Value chain stage(s) covered
<Not Applicable>

Portfolio activity
<Not Applicable>

Tools and methods to assess impacts and/or dependencies on biodiversity
<Not Applicable>

Please explain how the tools and methods are implemented and provide an indication of the associated outcome(s)
<Not Applicable>

C15.4

(C15.4) Does your organization have activities located in or near to biodiversity- sensitive areas in the reporting year?
No

C15.5

(C15.5) What actions has your organization taken in the reporting year to progress your biodiversity-related commitments?

	Have you taken any actions in the reporting period to progress your biodiversity-related commitments?	Type of action taken to progress biodiversity- related commitments
Row 1	Yes, we are taking actions to progress our biodiversity-related commitments	Please select

C15.6

(C15.6) Does your organization use biodiversity indicators to monitor performance across its activities?

	Does your organization use indicators to monitor biodiversity performance?	Indicators used to monitor biodiversity performance
Row 1	Yes, we use indicators	State and benefit indicators

C15.7

(C15.7) Have you published information about your organization's response to biodiversity-related issues for this reporting year in places other than in your CDP response? If so, please attach the publication(s).

Report type	Content elements	Attach the document and indicate where in the document the relevant biodiversity information is located
In mainstream financial reports	Content of biodiversity-related policies or commitments Impacts on biodiversity Details on biodiversity indicators	Page 64 of 2020 Sustainability Report / Page 9and14 of 2022 STATEMENTS OF COMPLIANCE WITH SUSTAINABILITY PRINCIPLES and page 37 of 2021 Sustainability Report 2022-sustainability-principles-compliance-report.pdf 2021-sustainability-report.pdf turkishairlines2020sustainabilityreport21122021.pdf

C16. Signoff

C-FI

(C-FI) 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.

Turkish Airlines began to use Sustainable Aviation Fuel - SAF in its flight operations in 2022. However, due to the current technology and the inability to obtain clear data from suppliers, the net calorific value and emission factor of SAF are not accessible. In order not to make inaccurate declarations to the aviation industry and to our investors, we calculated and declared our biogenic CO2 emissions resulting from our use of SAF in 2022 as fossil CO2 from Jet A1 fuel.

Likewise, we declared the renewable energy equivalent of SAF in the C8 module in non-renewable energy as fossil JET A1 fuel and we declared SAF energy equivalent by including it in our non-renewable energy consumption. Therefore, we want to be cautious and provide our industry and investors with solid data to support our position

C16.1

(C16.1) Provide details for the person that has signed off (approved) your CDP climate change response.

	Job title	Corresponding job category
Row 1	Chief Executive Officer	Chief Executive Officer (CEO)

SC. Supply chain module

SC0.0

(SC0.0) If you would like to do so, please provide a separate introduction to this module.

N/A

SC0.1

(SC0.1) What is your company's annual revenue for the stated reporting period?

	Annual Revenue
Row 1	18426000000

SC1.1

(SC1.1) Allocate your emissions to your customers listed below according to the goods or services you have sold them in this reporting period.

Requesting member
Deutsche Post DHL Group

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
630.44

Uncertainty (±%)
4.3

Major sources of emissions
Consumption of Jet A1

Verified
Yes

Allocation method
Other, please specify (Based on revenue)

Market value or quantity of goods/services supplied to the requesting member
639319

Unit for market value or quantity of goods/services supplied
Other, please specify (USD)

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 our aviation fuels. So we selected to allocate our scope 1 emissions.

Requesting member
JT International SA

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
2369.68

Uncertainty (±%)
4.3

Major sources of emissions
Consumption of Jet A1

Verified
Yes

Allocation method
Other, please specify (based on revenue)

Market value or quantity of goods/services supplied to the requesting member
2403066

Unit for market value or quantity of goods/services supplied
Other, please specify (USD)

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 our aviation fuels. So we selected to allocate our scope 1 emissions.

SC1.2

(SC1.2) Where published information has been used in completing SC1.1, please provide a reference(s).

N/A

SC1.3

(SC1.3) What are the challenges in allocating emissions to different customers, and what would help you to overcome these challenges?

Allocation challenges	Please explain what would help you overcome these challenges
We face no challenges	

SC1.4

(SC1.4) Do you plan to develop your capabilities to allocate emissions to your customers in the future?

No

SC1.4b

(SC1.4b) Explain why you do not plan to develop capabilities to allocate emissions to your customers.

N/A

SC2.1

(SC2.1) Please propose any mutually beneficial climate-related projects you could collaborate on with specific CDP Supply Chain members.

Requesting member
Deutsche Post DHL Group

Group type of project
New product or service

Type of project
New product or service that reduces customers operational emissions

Emissions targeted
Actions that would reduce both our own and our customers' emissions

Estimated timeframe for carbon reductions to be realized
0-1 year

Estimated lifetime CO2e savings

Estimated payback
0-1 year

Details of proposal
In today's world, where the effects of the climate crisis are increasing, our Incorporation also sets targets in parallel with the emission targets set in order to prevent this trend. In line with these targets, we take some actions to reduce our emissions. One of them is using Sustainable Aviation Fuel in our flights. In this context, we believe that joint projects related to sustainable aviation fuel can be made with our customers.

Requesting member
JT International SA

Group type of project
New product or service

Type of project
New product or service that reduces customers operational emissions

Emissions targeted
Actions that would reduce both our own and our customers' emissions

Estimated timeframe for carbon reductions to be realized
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Estimated lifetime CO2e savings

Estimated payback
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Details of proposal
In today's world, where the effects of the climate crisis are increasing, our Incorporation also sets targets in parallel with the emission targets set in order to prevent this trend. In line with these targets, we take some actions to reduce our emissions. One of them is using Sustainable Aviation Fuel in our flights. In this context, we believe that joint projects related to sustainable aviation fuel can be made with our customers.

SC2.2

(SC2.2) Have requests or initiatives by CDP Supply Chain members prompted your organization to take organizational-level emissions reduction initiatives?
No

SC4.1

(SC4.1) Are you providing product level data for your organization's goods or services?
No, I am not providing data

Submit your response

In which language are you submitting your response?
English

Please confirm how your response should be handled by CDP

	I understand that my response will be shared with all requesting stakeholders	Response permission
Please select your submission options	Yes	Public

Please confirm below
I have read and accept the applicable Terms