



SCREENING CHAPTER 14 TRANSPORT POLICY

AGENDA ITEM II: AIR TRANSPORT/ Air Safety

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- Harmonization of Technical Requirements and Administrative Procedures
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Legislation

- By-Law on Aeroplane Flight Crew Licensing SHY-1
(Official Gazette: 6 June 2006, no 26190)
- By-Law on Commercial Air Transport Operators Maintenance System SHY-M
(Official Gazette: 19 August 2004, no 25558)
- By-Law on Approved Maintenance Organizations SHY-145
(Official Gazette: 9 July 2004, no 25517)
- By-Law on Aircraft Certifying Staff SHY-66
(Official Gazette: 16 June 2005, no 25847)



Legislation (CONT'D)

- By-Law on Aircraft Maintenance Training Organisations (SHY-147) (Official Gazette: 30 April 2006, no 26154)
- By-Law on Duties, Authorizations and Responsibilities of Technical Inspectors and Their Working Methods and Principles (Official Gazette: 15 April 2006, no 26140)
- By-Law on Reporting and Assessment of Safety Occurrences (SHY-65-02) (Official Gazette: 27 August 1995, no 22387)
- Instruction on Rules for Issue and/or Renewal of Airworthiness Certificate (SHT21.1 Revision 2 dated 9 January 2001)
- By-Law on Investigation of Civil Aircrafts Accidents SHY-13 (Official Gazette: 10 November 1985, no 18924)



Mutual Acceptance of Personnel Licences

- Turkey is a member of JAA since 4 April 2001.
- Turkey is a founding member of ICAO.
- JAR-FCL is accepted with the JAA membership.
- Aircraft Pilot License SHY-1 is based on ICAO Annex 1 and JAR-FCL 1.



Harmonization of Technical Requirements and Administrative Procedures

- Related JAA Requirements (JARs) are implemented.
- Mutual recognition on maintenance has been valid since 2002.
- Certificates issued by JAA and EASA Member States are recognised without further technical requirements or evaluation.



Harmonization of Technical Requirements and Administrative Procedures (CONT'D)

- Certificate of airworthiness, valid for maximum 1 year, is issued for each aircraft registered in Turkey.
- Airworthiness inspections are made annually according to Instruction SHT21.1.
- Noise certificate is issued for aircraft stated in ICAO Annex 16.



Harmonization of Technical Requirements and Administrative Procedures (CONT'D)

- By-Law SHY-M based on JAR-OPS Subpart M for continuing airworthiness
- By-Law SHY-145 based on JAR-145 Amendment 5 for approval of maintenance organizations
- By-Law SHY-66 based on JAR-66 Initial Issue for aircraft maintenance personnel licensing
- By-Law SHY-147 based on JAR-147 Amendment 1 for approval of maintenance training organizations



Harmonization of Technical Requirements and Administrative Procedures (CONT'D)

- There is no national legislation on design organisation approvals since there is no such organisation.
- Approval of production organisations is carried out in coordination with EASA.



Investigation of Civil Aviation Accidents and Incidents

- Flight Safety Commission shall be established according to the Article 18 of the By-Law on Duties, Authorizations and Responsibilities of Technical Inspectors and Their Working Methods and Principles.
- Flight Safety Commission shall be directly linked to the Minister of Transport.
- Flight Safety Commission, consisting of 1 president and 8 members, shall be responsible for the investigation of causes of the accident or incident to:
 - prevent future accidents and incidents,
 - improve air safety.



Investigation of Civil Aviation Accidents and Incidents (CONT'D)

- SHY 13 regulates fundamental principles of investigation of civil aircraft accidents.
- Accident Investigation Committee is established according to the Article 13 and 14 of the Law on Turkish Civil Aviation.
- Members of the Accident Investigation Committee are assigned by the Minister among the members of the Flight Safety Commission.



Investigation of Civil Aviation Accidents and Incidents (CONT'D)

- Accident Investigation Committee prepares accident report and submits it to the Minister.
- After the submission of the report, necessary steps are taken by the DGCA.
- DGCA functions as the secretariat of the Committee.



Investigation of Civil Aviation Accidents and Incidents (CONT'D)

- According to SHY 65 – 02, an incident investigation commission is established for each incident.
- Incident investigation commission comprises experts from DGCA, civil and military air navigation service providers, airlines and any other related organizations according to the required expertise.



Investigation of Civil Aviation Accidents and Incidents (CONT'D)

- All incidents are investigated and assessed.
- The causes of incidents are analyzed to identify the areas that should and could be improved.
- Safety recommendations, interventions and corrective actions are developed to reduce the risk incurred.



Occurrence Reporting in Civil Aviation

By-Law on Reporting and Assessment of Safety Occurrences (SHY-65-02) regulates the Occurrence Reporting System for pilots, ATCOs and third parties.

- Occurrence reporting is mandatory.
- Voluntary reporting is encouraged.
- All safety related data have to be stored without any time limitation.



Occurrence Reporting in Civil Aviation (CONT'D)

Responsibilities of Maintenance Organisations

According to the Article 20 of By-Law SHY-145, a maintenance organisation;

- reports any condition that hazards flight safety to DGCA, to the authority of the aircraft operator, to the operator of the aircraft and to the production organisation,
- establishes an internal occurrence reporting system in order to collect and evaluate the reports,
- submits the report within 72 hours after the occurrence.