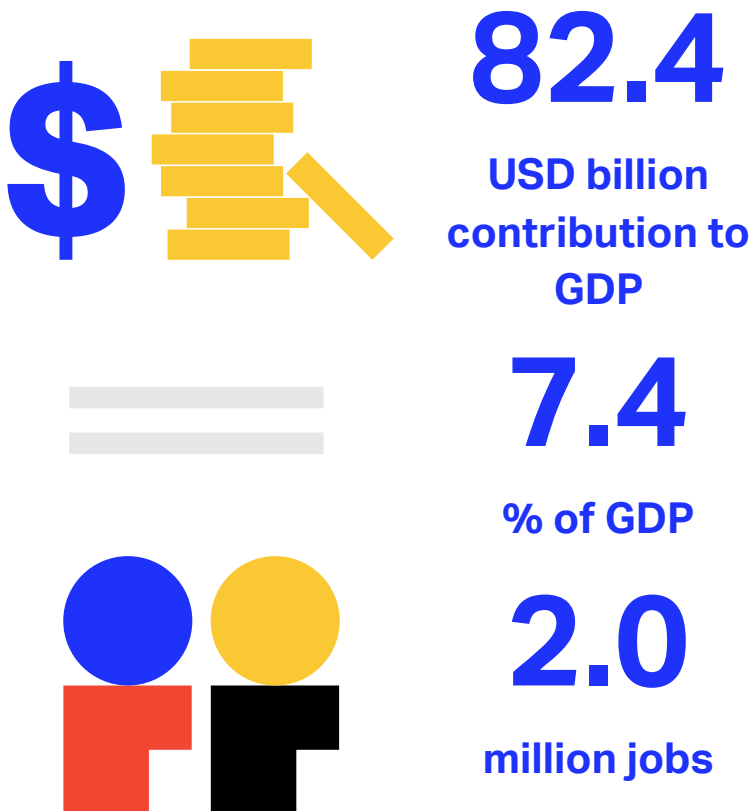


THE VALUE OF AIR TRANSPORT TO TÜRKIYE

The air transport sector significantly contributes to Türkiye's economy

Total economic impact of aviation in Türkiye



There are different ways of measuring air transport's impact on an economy. Two key indicators are the number of jobs and the contribution to gross domestic product (GDP) generated by the aviation sector, including airlines, airport operators and on-site businesses, air navigation service providers (ANSPs), and manufacturers ("direct" aviation players). In Türkiye, 247,300 people are directly employed in aviation, generating USD 14.3 billion of economic output, equal to 1.3% of total GDP.

Additional benefits are generated by the wider supply chain, employee spending, and tourism activities contributing a total of USD 82.4 billion to GDP and 2.0 million jobs.

Tourism supported by aviation contributes USD 49.6 billion to the country's GDP and employs 1.2 million people. International tourists to Türkiye are estimated to contribute USD 71.0 billion annually² to the economy through the purchase of goods and services from local businesses.

Source: Oxford Economics, 2023¹

GDP contribution and employment within the aviation industry and tourism in Türkiye



Source: Oxford Economics, 2023³

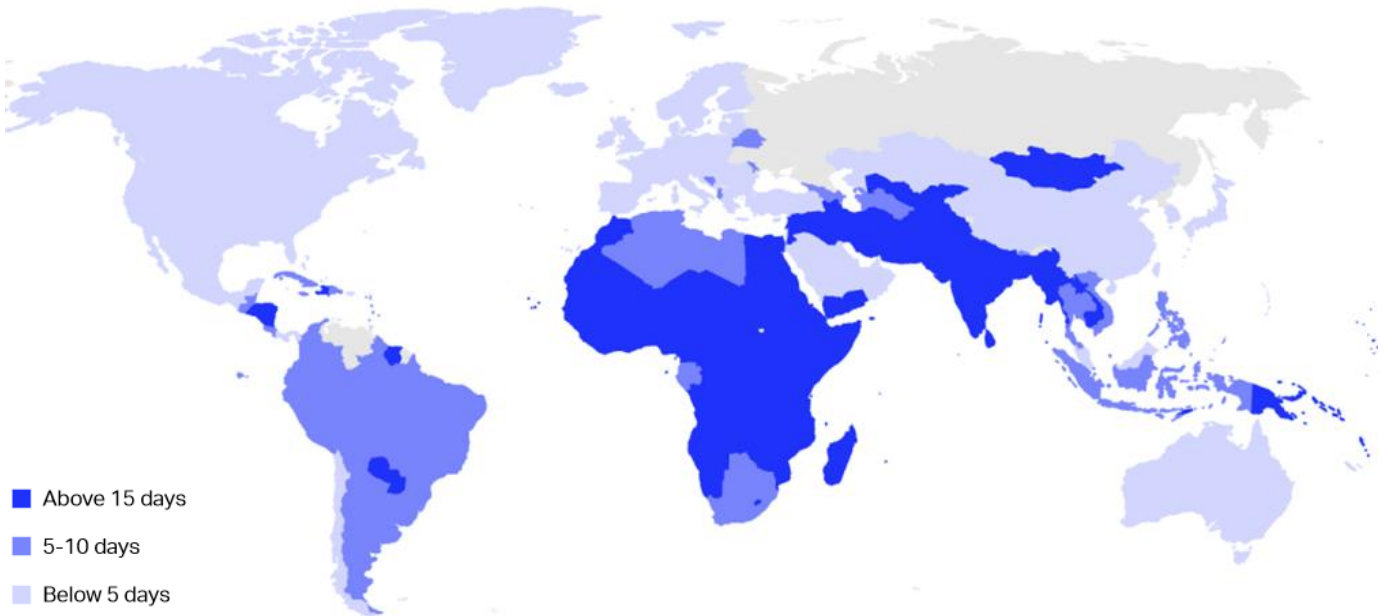
Note: The table above provides the primary components of the results for 2023; it does not capture indirect and induced benefits, which also form part of the overall total.

Aviation delivers substantial and widespread social benefits

Aviation creates a range of social benefits and contributes significantly to the United Nations Sustainable Development Goals (SDGs).⁴ Air transport enhances access to education, connects friends and families, facilitates cultural exchange, and drives socio-economic development. Acting together, these forces enable a country to expand its productive potential, delivering long-term economic growth and supporting the reduction in poverty and improvement in living standards for all of the nation’s citizens.

The cost of flying impacts the magnitude of the benefits that can be generated by air travel. In the past 50 years, flight costs have decreased by 70% globally,⁵ making air transport more accessible. The local population needs to work 3.7 days⁶ to afford a plane ticket. Overall, 902 flights per 1,000 population⁷ were taken in 2023.

The number of days of work required to be able to afford a plane ticket in 2023



Source: IATA Sustainability & Economics based on data from IATA Direct Data Solutions (DDS) and World Bank⁸

Air transport facilitates the flow of goods, investment, and trade

Aviation stimulates global trade and investment, enables labor and capital productivity improvements, boosts innovation, and fosters knowledge exchange. The movement of goods, enabled by the air transport industry, brings about improved economic outcomes via catalytic collaboration, specialization, and more efficient allocation of resources across all sectors of the local and world economy.

Aviation plays a crucial role in, for example, enabling the development of dynamic and efficient supply chains, and in driving the growth in e-commerce. In times of crisis, the world relies on air cargo to provide humanitarian aid and emergency relief.

1.7 million tonnes of air cargo were transported through airports in Türkiye in 2023, supporting the country’s total import and export volumes.

1.7
million tonnes
of air cargo handled



14th

Largest air cargo market

25th

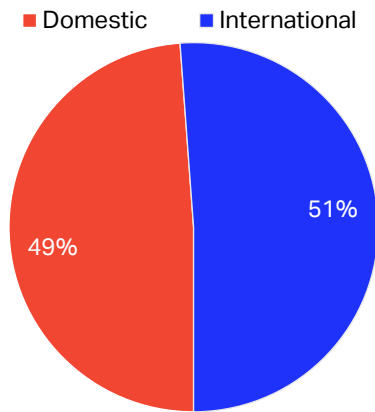
Largest trade market

Source: Airports Council International (ACI), 2023 (cargo data); World Bank, 2023 (trade data)

A well-developed aviation network transforms lives and communities

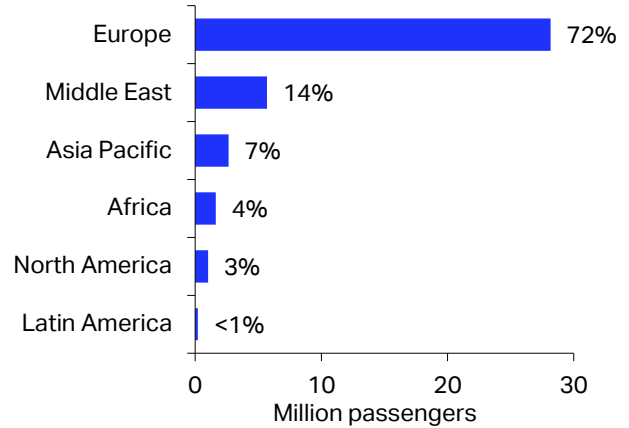
By swiftly and safely connecting people in different cities, air transport generates benefits to consumers and the wider economy. It makes the world smaller, enriching lives and enhancing cultural diversity. In rural and remote areas, air transport provides an essential lifeline for the community, safeguarding access to healthcare, education, and often employment.

Domestic and international O-D passenger departures, % share



Source: IATA DDS, 2023

International O-D passenger departures from Türkiye to regions

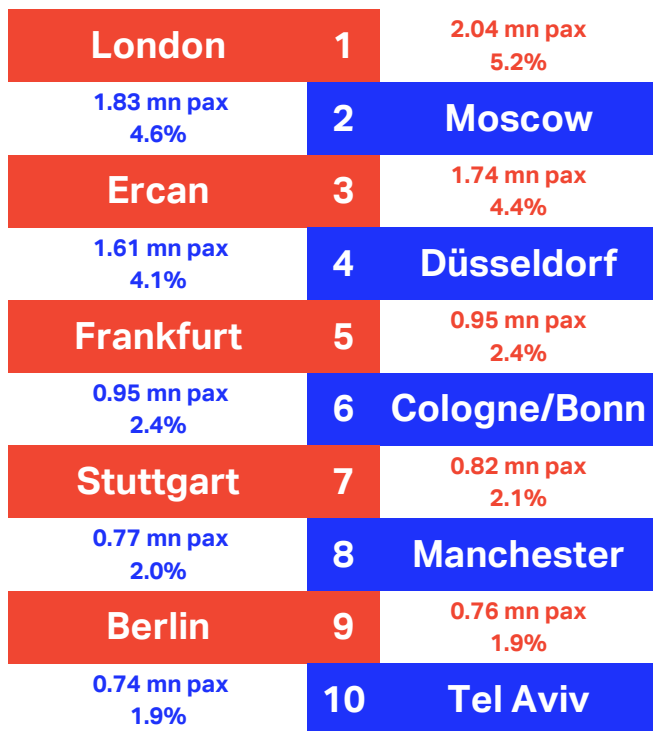


Source: IATA DDS, 2023

Note: Latin America includes South and Central America & the Caribbean.

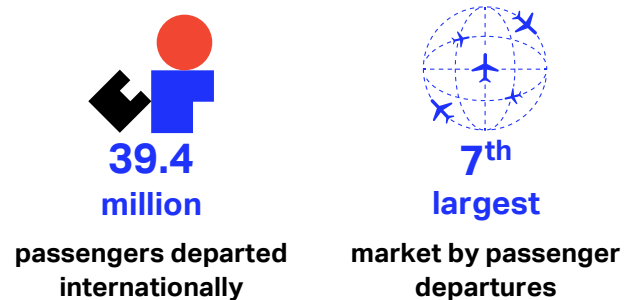
International air traffic accounted for 51% of total origin-destination (O-D) departures for Türkiye in 2023, equal to 39.4 million passenger departures. Europe is the largest international market for passenger flows from Türkiye, followed by the Middle East and Asia Pacific. Almost 28.2 million passengers departed from Türkiye to another country in Europe (72% of the total), 5.7 million to the Middle East (14% of the total), and 2.7 million to Asia Pacific (7% of the total).

Top 10 most popular city destinations from Türkiye

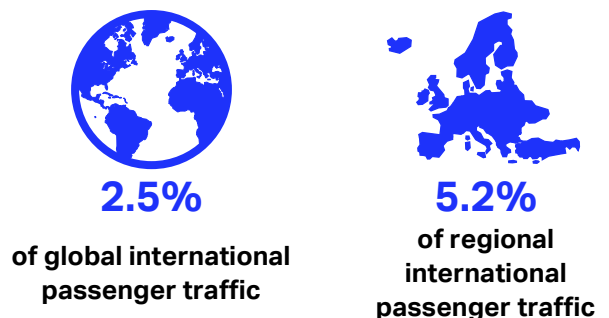


Source: IATA DDS, 2023

Note: Ranking based on international O-D traffic from Türkiye, measured in terms of the total number of departing passengers, and as a share of total passengers in 2023.



+67.9% cumulative growth over the last decade



Source: IATA DDS, 2023

Note: Measured by O-D international passenger departures.

Connectivity is vital to economic development

Air connectivity is fundamental to unlocking a country’s economic growth potential and prosperity; it enables industries across all regions within the country to engage in dynamic business activity. The extent of domestic and international connectivity is an enabler and an accelerator of both the generation and distribution of economic benefits.

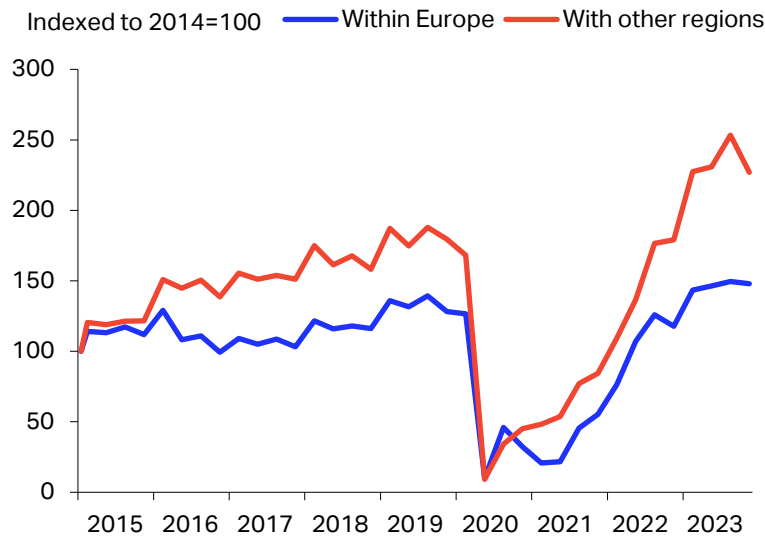
Air connectivity indicators for Türkiye

51	352	125	943	253	143
airports with commercial scheduled flights	international airports directly connected	countries connected by direct flights	outbound international flights a day	new international routes in the last 5 years	operating airlines ⁹

Source: OAG, 2023

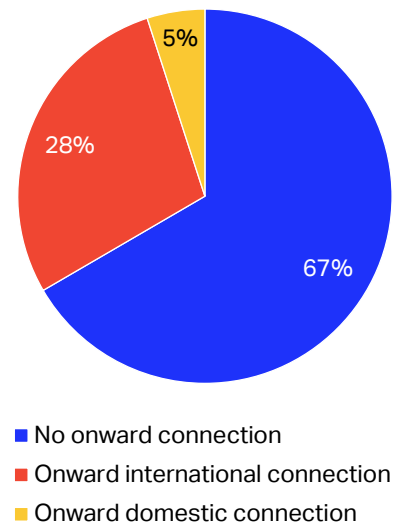
Since 2014, Türkiye’s international air connectivity index has increased by 47% within the Europe region and by 135% with all other regions. Understanding the nature of that connectivity is also important. For Türkiye, 5% of all passengers arriving internationally continued their journey on a domestic connection. 67% of passengers either finished their journey at the point of entry to the country or continued traveling using a different mode of transport. 28% of all passengers arriving in Türkiye from abroad continued their journey to a destination in another country.

International air connectivity of Türkiye



Source: IATA Sustainability & Economics based on data from OAG, 2023¹⁰

Arriving passenger onward air travel



Source: IATA DDS, 2023¹¹

Endnotes

¹ Air Transport Action Group, 2024. *Aviation Benefits Beyond Borders* report based on data from Oxford Economics.
² World Trade and Tourism Council, 2023. *Tourism Data and Statistics*.
³ Air Transport Action Group, 2024. *Aviation Benefits Beyond Borders* report based on data from Oxford Economics.
⁴ Air Transport Action Group, n.d. *Sustainable Development Goals and Aviation*.
⁵ Air Transport Action Group, 2020. *Aviation Benefits Beyond Borders* report.
⁶ The number of days that the local population needs to work to afford a flight is estimated based on the average fare for travel and GDP per capita in 2023. Calculated based on data from IATA Direct Data Solutions (2023) and World Bank (2023).
⁷ The number of flights per capita is estimated based on the O-D passenger traffic and the population in 2023. Calculated based on data from IATA Direct Data Solutions (2023) and World Bank (2023).
⁸ The number of days that the local population needs to work to afford a flight is estimated based on the average airfare for travel and GDP per capita in 2023. Calculated based on data from IATA Direct Data Solutions (2023) and World Bank (2023).
⁹ A threshold of at least one scheduled flight a week is applied.
¹⁰ IATA Connectivity Index is calculated as the total route capacity (in terms of seats available) weighted by the destination airport’s capacity. The Connectivity Index is calculated based on data from OAG (2023).
¹¹ Refers to international passengers arriving in the country and their onward connections. For example, if a passenger arrives in the country but does not connect either domestically or internationally by air, they are categorized as “No onward connection”. A passenger connecting within a country is categorized as “Onward domestic connection” and an arriving passenger connecting to an international flight is categorized as “Onward international connection”.