

**APPROVAL PAGE**

We, undersigned state that this manual and its contents comply with Turkish DGCA, ICAO, EASA, IATA and other relevant, applicable national and international regulations.

**Prepared by:**



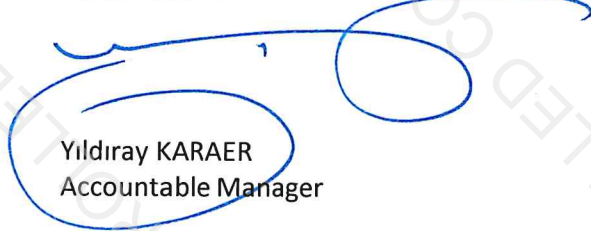
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## FOREWORD

Safety is a primary responsibility and a core business function. However, experience has proven that an emergency can occur at any time, and it is vital that Corendon Airlines responds to a crisis in a professional and caring manner.

The aim of this Emergency Response Plan (ERP) is to ensure that our personnel are prepared for an event such as an aircraft accident or major incident and can react effectively when required. It provides duties, responsibilities, instructions and guidance for Corendon Airlines Chief Officers/Managers and other personnel in the event of an aircraft accident, incident, or other occurrence of a serious nature.

All Corendon Airlines personnel should be familiar with the notification and communication procedures contained herein, and the various checklists that are to be used as control measures.

Main body of this ERP has been designed a master crisis management manual and serves as a planning and training document for emergency response. On the other hand, appendices have been designed as a Quick Reference Handbook (QRH) and will be prominently used upon activation of CMC.

This document is the property of Corendon Airlines and Corendon Approved Training Organization (ATO). It contains information that is valuable and confidential to Corendon Airlines and Corendon Approved Training Organization (ATO), and authorized persons only intend it for disclosure to and use.

The ERP of Corendon Airlines (CAI) will be activated automatically in case of any crisis for Corendon Airlines Europe (CXI). Coordination between ERPs will be provided through CMCs.

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### RECORD OF REVISIONS PAGE

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1	Complete Revision	10 Nov 2010
2	Complete Revision	05 May 2011
3	Complete Revision	24 Aug 2011
4	Complete Revision	01 Oct 2012
5	Chapters 2.1, 3, 5.4	22 Oct 2013
6	Complete Revision	14 Feb 2014
7	Internal Communication Chart is revised/Complete Revision due to logo change	10 July 2015
8	Complete Revision	07 Mar 2016
9	Complete Revision	03 Mar 2017
10	Complete Revision	06 Dec 2017
11	Complete Revision	11 May 2018
11a	Minor Revision	28 Sep 2018
12	Complete Revision	20 Feb 2019
12a	Minor Revision	10 June 2019
13	Complete Revision	27 Sep 2019
14	Complete Revision	07 Jul 2020
15	Complete Revision	27 Jan 2021
15a	Minor Revision	15 Mar 2021
16	Complete Revision	08 Sep 2021
17	Complete Revision	28 Mar 2022
17a	Minor Revision	15 Aug 2022
18	Complete Revision	25 Dec 2022
19	Complete Revision	24 May 2023
20	Complete Revision	18 Sep 2023
21	Complete Revision	20 Mar 2024
22	Complete Revision	05 Sep 2024
22a	Minor Revision	23 Sep 2024
22b	Minor Revision	20 Mar 2025
23	Complete Revision	16 Jun 2025
24	Complete Revision	31 Mar 2026

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## REVISION HIGHLIGHTS

### Revision No: 22b

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Chapter 1: Crisis Management Policy has been revised.  
APPENDIX-1 CMC MEMBERS has been revised.  
APPENDIX-2: GO TEAM MEMBERS has been revised.  
APPENDIX-3: CSAT MEMBERS has been revised.  
APPENDIX-4: EMERGENCY CONTACT LIST has been revised.  
APPENDIX-29: CORENDON INVESTIGATION TEAM (CIT) has been revised.

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Chapter 5.2. OCC has been revised.  
Chapter 5.3.3. Flight Operation Liaison has been revised.  
Chapter 5.3.4. Technical Liaison has been revised.  
Chapter 5.3.8. Ground Operations Liaison has been revised.  
Chapter 5.3.11. Finance/Insurance Liaison has been revised.  
Chapter 5.3.12. Crew Planning Liaison has been revised.  
Chapter 5.3.14. Customer Care Liaison has been revised.  
Chapter 7.1.3. CSAT Callout Plan has been revised.  
Chapter 7.3. Insurance Companies has been revised.  
Chapter 9. Documentation has been revised.  
Chapter 9.1. Correspondence has been revised.  
Chapter 9.2.1. Action Log(Appendix-33) has been revised.  
Chapter 9.2.7. Crew Information Form (Appendix-39) has been revised.  
Chapter 9.2.8. Aircraft Information Form has been revised.  
Chapter 9.2.10. Equipment/Document Delivery Record has been revised.  
Chapter 9.2.11. Replacement Roaster has been revised.  
Chapter 9.2.12. Handover Record has been revised.  
Chapter 9.2.14. Record of Statement has been revised.  
Chapter 9.2.15. Post Incident Report has been revised.  
Chapter 9.3. Security of Documents has been revised.  
Chapter 12.7. SA Document has been revised.

APPENDIX-1 CMC MEMBERS has been revised.  
APPENDIX-2: GO TEAM MEMBERS has been revised.  
APPENDIX-3: CSAT MEMBERS has been revised.  
APPENDIX-4: EMERGENCY CONTACT LIST has been revised.  
APPENDIX-5: CRISIS DOCUMENT LIST (CDL) has been revised.  
APPENDIX-6: OCC ACTION CHECKLIST has been revised.  
APPENDIX-9: FLIGHT OPS ACTION CHECKLIST for CMC has been revised.  
APPENDIX-10: TECHNICAL ACTION CHECKLIST for CMC has been revised.  
APPENDIX-11: SECURITY ACTION CHECKLIST for CMC has been revised.  
APPENDIX-12: CC&PR ACTION CHECKLIST for CMC has been revised.  
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APPENDIX-20: CUSTOMER CARE ACTION CHECKLIST for CMC has been revised.  
APPENDIX-23: ACTION CHECKLIST for SERVICE CENTER has been revised.

APPENDIX-32: GO TEAM / SAT KIT CHECKLIST has been revised.  
APPENDIX-50: IMMEDIATE REPORT has been revised.  
APPENDIX-51: CRITICAL ITEM LIST has been revised.

Figure 3: Handover Flow has been revised.

Table 3: Initial Callouts have been revised.

Table 4: Callout Plan Decision Authority has been revised.

### **Revision No: 24**

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Chapter 0. ADMINISTRATION and CONTROL have been revised.

Chapter 0.3. Review of ERP has been revised.

Chapter 0.4. System of Amendment and Revision has been revised.

Chapter 2. Regulations have been revised

Chapter 2.1.2.1. Annex 13- Aircraft Accident and Incident Investigation has been revised.

Chapter 2.2. Applicable International Regulations, Standards and Guidance Materials have been added.

Chapter 2.2.1. International Civil Aviation Organization (ICAO) has been added.

Chapter 2.2.1.1. Annex 9- Facilitation has been added.

Chapter 2.2.1.2. Annex 14- Aerodromes have been added.

Chapter 2.2.1.3. Annex 19- Safety Management has been added.

Chapter 2.2.1.4. Doc 9973- Manual on Assistance to Aircraft Accident Victims and Their Families has been added.

Chapter 2.2.1.5. Doc 9998- Policy on Assistance to Aircraft Accident Victims and Their Families has been added.

Chapter 2.2.1.6. Doc 9959- Safety Management has been added.

Chapter 2.2.2. European Aviation Safety Agency (EASA) has been added.

Chapter 2.2.2.1. Regulation (EU) No 2018/1139 – EASA Basic Regulation has been added.

Chapter 2.2.3. International Air Transport Association (IATA) has been added.

Chapter 2.2.3.1. Emergency Response Best Practices Handbook has been added.

Chapter 2.2.3.2. Crisis Communication and Reputation Management in the Digital Age (2018) has been added.

Chapter 2.2.3.3. IOSA Standards and Recommended Practices (ISARPs) – ORG.1.7.1 to ORG 1.7.12 has been added.

Chapter 3.2. Phases of the Crisis have been revised.

Chapter 3.2.1. Pre-Crisis Phase has been revised.

Chapter 3.2.2. Initial Phase has been revised.

Chapter 3.2.3. Ongoing Phase has been revised.

Chapter 3.2.4. Post Incident Phase has been revised.

Chapter 4.2. Centers Established for Crisis Management has been revised.

Chapter 6.1 Reporting and Accident or Major Incident has been revised.

Chapter 6.2. Initial Information to be Collected by OCC has been added.

Chapter 6.3. Immediate Action Steps for OCC have been revised.

Chapter 6.4. Follow-Up Actions by OCC have been added.

Chapter 6.5. Company Information Flow in Crisis Conditions has been revised.

Chapter 7.1. Callout Plans have been revised.

Chapter 7.1.1. Primary Method – InfoCall Automated Notification System has been added.

Chapter 7.1.2. Secondary Method – Manual Notification Process has been added.

Chapter 7.1.3. CMC Callout Plan has been revised.

Chapter 7.1.4. Go Team Callout Plan has been revised.

Chapter 7.1.5. CSAT Callout Plan has been revised.

Chapter 7.1.6. Service Center Callout Plan has been revised.

Chapter 7.1.7. CDL Callout Plan has been added.

Chapter 8.3.1. Corendon Airlines Europe has been revised.

Chapter 8.6. Alliance & Mutual Assistance Agreements have been added.

Chapter 8.6.1. Havacılık Acil Durum İşbirliği (HADİ) has been added.

APPENDIX-1 CMC MEMBERS has been revised.

APPENDIX-2: GO TEAM MEMBERS has been revised.

APPENDIX-3: CSAT MEMBERS has been revised.

APPENDIX-4: EMERGENCY CONTACT LIST has been revised.

APPENDIX-5: CRISIS DOCUMENT LIST (CDL) has been revised.

APPENDIX-47: OCC ACTION CHECKLIST has been revised.

APPENDIX-29: CORENDON INVESTIGATION TEAM (CIT) has been revised.

APPENDIX-37: GENERAL INCIDENT ACTIVATION INFORMATION has been revised.

APPENDIX-38: WORK AUTHORIZATION AGREEMENT has been revised.

APPENDIX-49: ERP TRAINING SLLABUS has been revised.

APPENDIX-51: CRITICAL ITEM LIST has been revised.

APPENDIX-53: CLIENT FAMILY MEMBER CONTACT FORM has been revised.

APPENDIX-54: CLIENT AUTHORIZATION TO CALL FORM has been revised.

APPENDIX-55: JOINT CRISIS RESPONSE RESPONSIBILITY MATRIX has been revised.

APPENDIX-57: ERP SCENARIOS AND ALERT CODES has been added.

APPENDIX-58: ALERT COLOR CODES has been added.

Figure 1: Phases of the Crisis has been added.

Figure 2: Chain of Command has been revised.

Figure 4: Staff Meeting Point has been added.

Figure 6: Structure of CMC has been revised.

Figure 8: Kenyon Deployment Plan has been revised.

Figure 10: Information Flow Diagram for Service Center has been added.

Figure 12: Information Flow in Crisis has been revised.

Figure 13: Alerting Kenyon has been revised.

Figure 14: CC&PR Organization has been revised.

Figure 17: Communication Example for Exercise has been revised.

## DISTRIBUTION LIST

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This document is available via the library on the Company network. For hard copies, refer to Documentation Procedure Chapter 4.

\* Handling Companies shall have the current version of Corendon Airlines Documents and Manuals in usable format at each location where our operations are conducted. ERP shall be downloaded from Corendon Airlines web page address (<http://handling.corendonairlines.com>) as soon as they are informed about the new revision. It is CAI responsibility to add these documents to the system within 2 days. Password will be given by Corendon Airlines Ground Operation Department separately. ([groundoperation@corendon-airlines.com](mailto:groundoperation@corendon-airlines.com))

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## 0. ADMINISTRATION and CONTROL:

### 0.1. Definitions:

NO.	TERM	DEFINITION	SOURCE
1	<b>Accident</b>	An occurrence associated with the operation of an aircraft which, in the case of a manned aircraft, takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, ..., in which: a) a person is fatally or seriously injured as a result of: — being in the aircraft, or — direct contact with any part of the aircraft, including parts which have become detached from the aircraft, or — direct exposure to jet blast, except when the injuries are from natural causes, self-inflicted or inflicted by other persons, or when the injuries are to stowaways hiding outside the areas normally available to the passengers and crew; or b) the aircraft sustains damage or structural failure which: — adversely affects the structural strength, performance or flight characteristics of the aircraft, and — would normally require major repair or replacement of the affected component, except for engine failure or damage, when the damage is limited to a single engine, (including its cowlings or accessories), to propellers, wing tips, antennas, probes, vanes, tires, brakes, wheels, fairings, panels, landing gear doors, windscreens, the aircraft skin (such as small dents or puncture holes), or for minor damages to main rotor blades, tail rotor blades, landing gear, and those resulting from hail or bird strike (including holes in the radome); or c) the aircraft is missing or is completely inaccessible.	ICAO Annex 19
2	<b>Activation</b>	The formal initiation of emergency response actions, including the activation of the ERP and its components.	IATA ERP Handbook
3	<b>Aeroplan</b>	A power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight.	ICAO Annex 19
4	<b>Aircraft</b>	Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface.	ICAO Annex 19
5	<b>Aircraft Accident Investigation Authority</b>	A government agency, body or commission that has the primary responsibility for the investigation of aircraft accidents, as per Annex 13.	Doc 9998
6	<b>Aircraft Tracking</b>	A process, established by the operator, that maintains and updates, at standardised intervals, a ground-based record of the four dimensional position of individual aircraft in flight.	ICAO Annex 6
7	<b>Alerting</b>	The notification process used to inform relevant personnel or agencies of an abnormal or emergency condition.	ICAO Annex 11
8	<b>Command and Control</b>	The coordinated structure and authority responsible for managing, directing, and controlling emergency response activities.	IATA ERP Best Practices
9	<b>Crisis</b>	An inherently abnormal, unstable and complex situation that represents a threat to the strategic objectives, reputation or existence of an organization.	Kenyon
10	<b>Deactivation</b>	The formal termination of emergency response operations and transition to recovery or normal operation.	IATA ERP Handbook
11	<b>Emergency</b>	A serious, unexpected, time-critical situation requiring immediate response.	IATA ERP Best Practices
12	<b>Emergency Phase / Response Phase</b>	The phase during which immediate actions are taken to mitigate the consequences of an emergency.	ICAO ERP Guidance

13	<b>Emergency Response Plan (ERP)</b>	A written approach addressing the organizational structure, external/internal systems, responsible parties and their roles, communication procedures, safety, equipment, and actions to be taken in reacting to an occurrence, to ensure that there is an orderly and efficient transition from normal to emergency operations.	SM ICG
14	<b>Family Assistance</b>	Support services provided to families of persons involved in an aviation accident.	Doc 9998
15	<b>Family Assistance Center (FAC) / Crew Family Assistance Center (CFAC)</b>	A facility established to provide support, information and assistance to family members of passengers or crew after an accident or major incident.	Doc 9998
16	<b>Go Team</b>	A specialized rapid-deployment team assigned to respond at the incident site.	IATA ERP Handbook
17	<b>Hazard</b>	A condition or object with the potential to cause or contribute to an aircraft incident or accident.	ICAO Annex 19
18	<b>Incident</b>	An occurrence other than an accident, associated with the operation of an aircraft, which affects or could affect the safety of operation. <i>Note. — The types of incidents which are of interest for safety-related studies include the incidents listed in Annex 13, Attachment C</i>	ICAO Annex 19
19	<b>Investigation</b>	A process conducted for the purpose of accident prevention which includes the gathering and analysis of information, the drawing of conclusions, including the determination of causes and, when appropriate, the making of safety recommendations.	ICAO Annex 13
20	<b>Next of Kin (NOK)</b>	Person's closest living blood relative or relatives.	Kenyon
21	<b>Occurrence</b>	An accident or incident or other undesired safety-related event.	SM ICG
22	<b>Providers of special assistance</b>	Entities having a role in providing special assistance to accident victims and their families, such as government departments and agencies of the State where the accident occurred; the air operator; the airport operators; third parties (such as non-governmental aid agencies, commercial companies); and family associations.	Doc 9998
23	<b>Safety Management System (SMS)</b>	A systematic approach to managing safety, including the necessary organizational structures, accountabilities, policies and procedures.	ICAO Annex 19
24	<b>Recovery Phase</b>	The phase in which an organization transitions from emergency operations back to stable, normal operations.	ICAO ERP Guidelines
25	<b>Risk Mitigation</b>	The process of implementing measures to reduce the likelihood and/or severity of a safety risk.	Doc 9859
26	<b>Safety Objective</b>	A high-level statement describing the desired safety outcome or direction for safety improvement.	Doc 9859
27	<b>Safety Risk</b>	The predicted probability and severity of the consequences or outcomes of a hazard.	ICAO Annex 19
28	<b>Schedule</b>	Sequence of flights designed to meet operational requirements and effectively manage resources including crewmembers.	ICAO 9966
29	<b>Serious Incident</b>	An incident involving circumstances indicating that there was a high probability of an accident and associated with the operation of an aircraft which, in the case of a manned aircraft, takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, Note 1. — The difference between an accident and a serious incident lies only in the result.	ICAO Annex 13

30	<b>Serious Injury</b>	An injury which is sustained by a person in an accident and which: a) requires hospitalization for more than 48 hours, commencing within seven days from the date the injury was received; or b) results in a fracture of any bone (except simple fractures of fingers, toes or nose); or c) involves lacerations which cause severe hemorrhage, nerve, muscle or tendon damage; or d) involves injury to any internal organ; or e) involves second or third degree burns, or any burns affecting more than 5 per cent of the body surface; or f) involves verified exposure to infectious substances or injurious radiation.	ICAO Annex 19
31	<b>Service Provider</b>	An organization engaged in the delivery of aviation products or services. Preferred to synonym Product/Service Provider.	SM ICG
32	<b>Shift Work</b>	Any work pattern that requires crew members to be awake at a time in the circadian body clock cycle that they would normally be asleep. It is problematic because the circadian body clock is sensitive to light and tends to remain "locked on" to the day/night cycle rather than adapting to the work pattern. Shift work is usually associated with sleep restriction, together with a requirement to work during times in the circadian body clock cycle when performance and alertness are sub-optimal (for example, through the window of circadian low).	ICAO 9966
33	<b>State of Design</b>	The State having jurisdiction over the organization responsible for the type design.	ICAO Annex 13
34	<b>State of Manufacture</b>	The State having jurisdiction over the organization responsible for the final assembly of the aircraft.	ICAO Annex 13
35	<b>State of Occurrence</b>	The State in the territory of which an accident or incident occurs.	ICAO Annex 13
36	<b>State of Registry</b>	The State on whose register the aircraft is entered.	ICAO Annex 13
37	<b>State of the Operator</b>	The State in which the operator's principal place of business is located or, if there is no such place of business, the operator's permanent residence.	ICAO Annex 13
38	<b>Survivor</b>	A victim who is not fatally injured because of the aircraft accident.	Doc 9998
39	<b>Victim</b>	An occupant of the aircraft, or any person outside the aircraft, who is unintentionally directly involved in the aircraft accident. Victims may include the crew, revenue passengers, non-revenue passengers and third parties.	Doc 9998
40	<b>4D/15 Tracking</b>	The operator obtains four-dimensional (latitude, longitude, altitude, time) aircraft position information at 15-minute intervals or less.	ICAO Annex 6

## 0.2. Abbreviations:

NO.	ABBREVIATION	TERM
1	ADREP	Accident/incident Data Reporting (ICAO)
2	AIA	Accident Investigation Authority
3	AIB	Accident Investigation Board
4	AOC	Air Operators Certificate
5	C4	Command, Control, Co-ordination & Communication
6	CAA	Civil Aviation Authority
7	CC	Corporate Communication
8	CCC	Crisis Coordination Center
9	CD	Crisis Director
10	CDL	Crisis Document List
11	CEO	Chief Executive Officer
12	CFAC	Crew Family Assistance Center
13	CIT	Crisis Investigation Team
14	CIR	Corendon Investigation Report
15	CSAL	CMC Special Assistance Liaison
16	CSAT	Corendon Special Assistance Team
17	CIC	Corendon Investigation Committee
18	CMC	Crisis Management Centre
19	CMT	Crisis Management Team
20	CVR	Cockpit Voice Recorder
21	DGCA	Director General of Civil Aviation
22	Doc	Document
23	DVI	Disaster Victim Identification
24	EOD	End of Day
25	ERM	Emergency Response Manager
26	ERP	Emergency Response Plan
27	FAC	Family Assistance Center
28	FDR	Flight Data Recorder
29	FFRC	Family & Friends Reception Centre
30	GDPR	General Data Protection Regulation
31	HQ	Headquarter
32	IAW	In Accordance With
33	ICC	Incident Control Centre
34	IIC	Investigator in Charge
35	IMC	Incident Management Centre
36	LIP	Local Incident Plan
37	MOR	Mandatory Occurrence Report
38	NAA	National Aviation Authority
39	NOK	Next of Kin
40	PR	Public Relations
41	QAR	Quick Access Recorder
42	RUA	Reunion Area
43	RUC	Reunification Centre
44	SA	Special Assistance
45	SADO	Special Assistance Document Officer
46	SAR	Search and Rescue
47	SAT	Special Assistances Team
48	SDR	Special Drawing Right
49	SERA	Safety Event Reporting and Analysis
50	SMM	Safety Management Manual
51	SRC	Survivor Reception Centre
52	WQAR	Wireless Quick Access Recorder
53	4D	Four-dimension (latitude, longitude, altitude, time)

### 0.3. Review of ERP:

ERP shall be reviewed at least once a year to ensure its accuracy, effectiveness, and compliance with ICAO, IATA, EASA and national regulatory requirements. All relevant personnel are responsible for reporting identified deficiencies or improvement needs immediately, without waiting for the periodic review cycle.

In addition to the annual review, the ERP shall also be reviewed whenever any of the following triggering conditions occur:

- ✓ Major incident, accident or serious safety event
- ✓ Significant organizational, operational, or structural changes
- ✓ Updates to ICAO Annexes, IATA guidelines, EASA regulations or SHGM/DGCA requirements
- ✓ Significant findings from internal or external audits
- ✓ Outcomes of full-scale or table-top emergency exercises
- ✓ Changes in Airport Local Incident Plans (LIPs)

Means of review are;

- ✓ Meetings
- ✓ Trainings
- ✓ Exercises
- ✓ Audits
- ✓ Feedback from departments and crisis-related personnel

All participants involved in crisis management are responsible for reviewing their functional areas and submitting amendment proposals to the Emergency Response Manager (ERM).

Following the evaluation of proposed amendments, the ERM incorporates approved changes into the ERP and ensures that the plan remains up to date. After each revision, the ERM shall assess whether additional or updated ERP training is required for affected personnel.

### 0.4. System of Amendment and Revision:

This document has been prepared through coordination among relevant departments, reviewed by the Quality Department, and approved by the Accountable Manager.

The revision number, revision date and page number are included in the header of each page.

This document may be amended by two ways;

1. By directives issued by the Accountable Manager, or due to regulatory changes.
2. By request or operational need of concerned departments, following the steps below:
  - Any user of the plan may propose an amendment to the ERM.
  - ERM prepares the amendment draft.
  - The Quality Department reviews the draft to ensure its compliance and proper coordination between the affected departments.
  - The draft is submitted to the Accountable Manager for approval.

The amendment becomes effective upon approval by the Accountable Manager.

Upon approval of an amendment, the Documentation Department shall:

- Replace the digital copies of the document stored on Company Headquarters and Airport Facility servers,
- Publish the updated revision in the digital library,
- Print and distribute controlled hard copies to the addresses listed in the Distribution List.

Document holders are responsible for inserting revised pages into their copies and recording the update on the revision record page as soon as practicable.

Each amendment shall include, when applicable:

- Revision date and number
- Page numbers to be replaced
- Page numbers to be removed
- Page numbers to be added

## 1. CRISIS MANAGEMENT POLICY:

### CORENDON AIRLINES CRISIS MANAGEMENT POLICY

Corendon Airlines aims to overcome the challenges that a potential crisis may present.

Our overall objectives are to save lives, mitigate the negative impact of the crisis, relieve the suffering of victims and their relatives, ensure the safe continuation of ongoing operations and return to normal operations as soon as possible. To achieve these goals, we are committed to:

- Make the necessary preparations for a crisis;
- Allocate all necessary resources for crisis management;
- Assign the necessary personnel for all crisis management functions;
- Provide necessary training to the responsible personnel;
- Conduct exercises based on realistic scenarios;
- Build the necessary infrastructure for centers to be opened in a crisis;
- Provide the necessary coordination on the services to be received from third parties;
- Take necessary measures to ensure business continuity;
- Make the necessary arrangements and coordination with the other airline in wetlease situations;
- Provide necessary support to sister airline(s);
- Comply with the relevant legal regulations;
- Protect the company brand and reputation;

Yildiray KARAER  
Accountable Manager  
On Behalf of Corendon Airlines Personnel

A handwritten signature in blue ink, consisting of a large, stylized loop followed by a smaller loop and a horizontal stroke.

Rev. No / Date: 02/18.03.2025

## 2. REGULATIONS:

Corendon Airlines Emergency Response Plan (ERP) provides the centralized framework for managing and coordinating all actions required to respond to a major aircraft accident or any significant operational event resulting in fatalities, serious injuries, substantial damage, or severe disruption to company operations.

This manual has been prepared in accordance with applicable national and international legislation, regulations, standards, and guidance materials. For matters not explicitly addressed in this document, the relevant regulatory references listed herein shall be consulted. The SMS Department is responsible for monitoring regulatory changes and ensuring that the ERP is revised and maintained in compliance with all applicable requirements.

### 2.1. Governing Laws and Regulations for Investigations:

#### 2.1.1. Turkish Directorate General of Civil Aviation (DGCA):

##### 2.1.1.1. SHT OLAY- Sivil Havacılık Emniyet Olaylarının Raporlanmasına Dair Talimat:

The purpose of this regulation is to determine the principles and procedures relating to reporting, collecting, and investigating aviation incidents, serious incidents, and accidents.

##### 2.1.1.2. SHY 13-Sivil Hava Araç Kazaları Soruşturma Yönetmeliği:

The purpose of this regulation is to organize all kinds of activities related to the reporting, declaring, investigation, examination, identification of results of accidents or incidents caused and faced by civil aircraft.

#### 2.1.2. International Civil Aviation Organization (ICAO):

##### 2.1.2.1. Annex 13- Aircraft Accident and Incident Investigation:

The purpose of this regulation is to organize all kinds of activities related to the reporting, declaring, investigation, examination, identification of results of accidents or incidents caused and faced by civil aircraft.

For accidents occurring outside Türkiye, Annex 13 defines the roles of involved States. The State of Occurrence leads the investigation, while the State of Registry, State of the Operator and the States of Design/Manufacture shall provide all required support, documentation, and technical information. Corendon Airlines will fully cooperate with all competent States accordingly.

##### 2.1.2.2. Circular 285-Guidance on Assistance to Aircraft Accident Victims & Their Families:

The purpose of this document is to set out ICAO policies regarding the provision of assistance to aircraft accident victims and their families, and to encourage States to incorporate these policies when planning, developing, and implementing their legislation, regulations, policies, and procedures related to special assistance.

### **2.1.3. European Aviation Safety Agency (EASA):**

#### **2.1.3.1. Regulation (EU) No 996/2010-Investigation and Prevention of Accidents and Incidents in Civil Aviation:**

This Regulation aims to improve aviation safety by ensuring a high level of efficiency, expediency, and quality of European civil aviation safety investigations, the sole objective of which is the prevention of future accidents and incidents without apportioning blame or liability, including through the establishment of a European Network of Civil Aviation Safety Investigation Authorities. It also provides for rules concerning the timely availability of information, relating to all persons and dangerous goods on board an aircraft involved in an accident. It also aims to improve the assistance to the victims of air accidents and their relatives.

#### **2.1.3.2. Regulation (EU) No 376/2014- Reporting, Analysis and Follow-Up of Occurrences in Civil Aviation:**

This Regulation aims to improve aviation safety by ensuring that relevant safety information relating to civil aviation is reported, collected, stored, protected, exchanged, disseminated, and analyzed.

### **2.2. Applicable International Regulations, Standards and Guidance Materials:**

#### **2.2.1. International Civil Aviation Organization (ICAO):**

##### **2.2.1.1. Annex 9- Facilitation:**

The purpose of this Annex is to establish international standards and recommended practices related to the facilitation of air transport, including the efficient management of passenger information, customs and immigration processes, and the handling of data required during an emergency. Annex 9 ensures that States maintain procedures enabling timely access to passenger and crew information, which is essential for crisis notification, Next of Kin (NOK) identification, and coordination with authorities following an accident or major incident.

##### **2.2.1.2. Annex 14- Aerodromes:**

The purpose of Annex 14 is to define the Standards and Recommended Practices (SARPs) for the design, operation, and emergency preparedness of aerodromes. This Annex requires aerodromes to establish and maintain an Airport Emergency Plan (AEP) that ensures coordinated response capabilities for aircraft accidents, including arrangements for rescue and firefighting, medical services, communication, and coordination with airline operators.

##### **2.2.1.3. Annex 19- Safety Management:**

Annex 19 establishes the framework for Safety Management Systems (SMS) within aviation organizations. It defines the responsibilities, processes, and performance requirements to ensure proactive hazard identification, risk mitigation, reporting mechanisms, and continuous improvement. The ERP is an integral component of Corendon Airlines' SMS, and Annex 19 provides the regulatory basis for ensuring that emergency response planning is aligned with systematic safety management principles and organizational risk controls.

##### **2.2.1.4. Doc 9973- Manual on Assistance to Aircraft Accident Victims and Their Families:**

This manual provides operational guidance for organizing and delivering structured, timely, and compassionate assistance to aircraft accident victims and their families. It outlines recommended practices

for information management, family support services, coordination with authorities, and integration of humanitarian assistance into the operator's emergency response framework.

#### **2.2.1.5. Doc 9998- Policy on Assistance to Aircraft Accident Victims and Their Families:**

This material defines the fundamental principles and expectations for providing timely, coordinated, and compassionate assistance to aircraft accident victims and their families. It outlines requirements for notification, information management, psychosocial and humanitarian support, and multi-agency coordination, and serves as a primary reference for integrating family-assistance provisions into the operator's Emergency Response Plan (ERP).

#### **2.2.1.6. Doc 9959- Safety Management:**

This manual provides the foundational guidance for establishing, implementing, and continuously improving an organization's Safety Management System (SMS). It outlines the principles of hazard identification, safety risk management, safety assurance, and safety promotion. The material supports the integration of emergency response planning within the SMS framework and ensures that ERP processes align with ICAO's safety management requirements.

#### **2.2.2. European Aviation Safety Agency (EASA):**

##### **2.2.2.1. Regulation (EU) No 2018/1139 – EASA Basic Regulation:**

This regulation establishes the overarching legal framework for civil aviation safety within the European Union, defining the roles, responsibilities, and competencies of aviation authorities and organizations. It provides the foundation for safety management, oversight requirements, and organizational obligations that support the integration of Emergency Response Planning into the broader aviation safety system. The regulation ensures that operators maintain effective safety structures and comply with EU-level safety, certification, and operational requirements.

#### **2.2.3. International Air Transport Association (IATA):**

##### **2.2.3.1. Emergency Response Best Practices Handbook:**

This handbook provides industry best practice principles for establishing and managing an effective Emergency Response Program. It offers guidance on organizational structure, notification processes, crisis coordination, family assistance, communications, training, and continuous improvement. The material supports operators in aligning their ERP with international best practices and enhancing overall preparedness and response capability.

##### **2.2.3.2. Crisis Communication and Reputation Management in the Digital Age (2018):**

This guidance provides best-practice principles for managing crisis communication in modern digital environments. It outlines strategies for timely and accurate information delivery, social media management, stakeholder communication, and reputation protection during an aviation emergency. The material supports the operator in strengthening its communication framework and ensuring alignment with industry standards for transparent, coordinated, and effective crisis communication.

##### **2.2.3.3. IOSA Standards and Recommended Practices (ISARPs) – ORG.1.7.1 to ORG 1.7.12:**

These standards define the organizational requirements for an operator's Emergency Response Program (ERP) within the IOSA framework. They outline expectations related to emergency preparedness,

roles and responsibilities, activation procedures, communication processes, coordination mechanisms, documentation, and post-occurrence review. The standards support alignment of the ERP with internationally recognized operational safety practices and contribute to ensuring consistency, readiness, and effective emergency response capability across the organization.

### 2.3. Local Incident Plans (LIPs):

Antalya Airport is the main base for Corendon Airlines and most of the operations are performed in this airport. Therefore, Corendon Airlines is a partner of the "Antalya Airport ERP" and the "FRAPORT TAV ERP" and is responsible for implementing the specific requirements of these plans. In this context, ERM is to build a bridge between these LIPs and Corendon practices.

In the event occurring outside the main base, action will be taken according to the relevant local authority guidance.

### 2.4. Agreements with Local Authorities:

CSAL (Cabin Crew Manager) is responsible for making necessary protocols with Corendon Hotels (listed in Table-1) which are planned to be used as a Special Assistance Center (FAC)/Crew Special Assistance Center (CFAC).

INCIDENT LOCATION	FAC		CFAC	
	FACILITY	ADDRESS	FACILITY	ADDRESS
ANTALYA	Grand Park Lara Hotel	Kemerağzı Tesisler Cad. No: 339 Lara-Aksu/ANTALYA	Grand Park Kemer Hotel	Çifteçeşmeler Mah. Atatürk Cad. No:195 Kemer/ Antalya
AMSTERDAM	Corendon Village Hotel	Schipholweg 275, 1171 PK Badhoevedorp, Netherlands		

**Table 1: Corendon Hotel List**

In case of situations that may occur outside of the main bases, advice and guidance will be required from Kenyon or local contractor service providers.

The Ground Ops Department is responsible for making necessary protocols/contracts with ground handling companies for temporary local staffing and support in case of crisis.

### 2.5. Contact Information of Local Facilities:

Please refer to Appendix-4: Emergency Contact List, which has been prepared as a quick reference. Latest information of local handling companies can be reached by "Aerodrome" module of SERA.

### 3. SCOPE:

#### 3.1. Definition of Crisis:

Crisis is an inherently abnormal, unstable, and complex situation that represents a threat to the strategic objectives, reputation, or existence of an organization.

It is sure that there are no strict criteria to define the crisis. And each case must be considered within its own circumstances.

The following table can be used to make quick decisions in the initial stage. After the CMC gathered, it is possible to assess the situation and to take a new position.

NO	SNAP DECISOIN POINTS	YES	NO
1	Can occurrence be managed with current organization?		
2	Can occurrence be overcome with current capabilities?		
3	Can problem be solved with daily routine practices?		

**Table 2: Snap Decision Points**

If “no” response is given to any of these questions, the circumstances strongly suggest a possible crisis.

Typical crisis examples are:

- ✓ Catastrophic Aircraft Accident
- ✓ Highest Level Security Type Crisis
  - Real Bomb Threats and Explosions
  - Hijack
  - Sabotage
  - Terrorist Attacks
- ✓ Severe Disruption to Airline Operations
  - Natural Disasters
  - Severe Unrest
- ✓ Significant reputational or media crisis
- ✓ Severe Public Health Crisis
- ✓ Severe Ground Incidents
- ✓ Loss of automated tracking capability for any reason (Missed 4D/15 position report)

Refer to “SMM Appendix-12 ACCIDENT-INCIDENT LIST” for generic detailed occurrence list, which can be used as a reference. It should be kept in mind that the crisis scenario is endless, and this list can’t cover all possible crisis.

A crisis may require activation of part or all components of the Emergency Response Plan depending on scale and impact.

### 3.2. Phases of the Crisis:

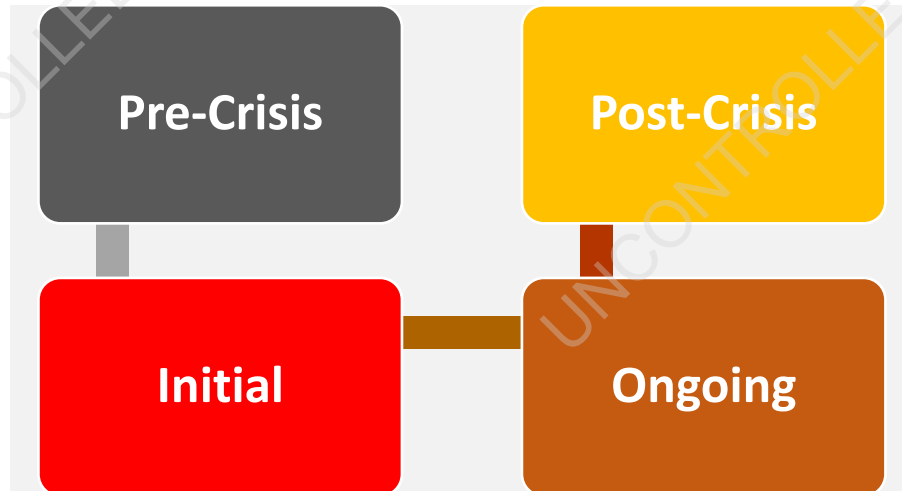


Figure 1: Phases of the Crisis

#### 3.2.1. Pre-Crisis Phase:

The pre-crisis phase is the most critical stage in successful crisis management. The development of a functional and effective Emergency Action Plan is only possible during this phase. All relevant personnel must understand their responsibilities and be familiar with the processes.

Familiarity with the plan should also be reinforced through training and drills. Department managers are responsible for completing the necessary preparations by conducting a task analysis.

#### 3.2.2. Initial Phase:

The initial phase, characterised primarily by uncertainty and chaos, is the transition from normal operations to crisis management.

The ability to make and implement quick and accurate decisions in this phase is the result of preparations made during the pre-crisis stage. As soon as the crisis begins, relevant personnel will be notified via call plans and called to duty.

They are expected to prepare as quickly as possible, take up their positions and implement the requirements of the crisis action checklist. This phase is crucial for protecting brand value.

#### 3.2.3. Ongoing Phase:

The ongoing phase is a relatively calm and stable period. Data collection should begin during this phase at the latest. Make sure that all the necessary measures have been taken to mitigate the effects of the crisis.

#### 3.2.4. Post Incident Phase:

CMC will announce to the company that the crisis management has been terminated and normal operation has returned.

Two areas require consideration in the post-crisis phase. Firstly, the success of the crisis management response must be evaluated. This involves assessing the effectiveness of the emergency action plan and the performance of crisis centres, as well as the processes themselves. Lessons learned should be reflected in future practices.

Secondly, the event that caused the crisis must be evaluated. This requires a root cause analysis to be conducted and preventive measures to be decided upon based on the lessons learned.

### 3.2.5. Structure of ERP Manual

ERP manual defines all organization, procedures and processes related to emergency issues. So its basic regulatory document regarding crisis management in both Corendon Airlines and Corendon Approved Training Organization (ATO).

## 4. CORENDON CRISIS ORGANIZATION:

### 4.1. Managerial Structure of Crisis:

Crisis management organization and generic chain of command -given in Figure 2- is a temporary structure that will be founded upon need. The constitution and the termination of the organization is under the responsibility of CD.

When Corendon Airlines Europe experiences any crisis, full support will be provided by Corendon Airlines. In such a case, the crisis management center of both companies will be active, and the decisions will be taken in coordination.

Although the composition of personnel is stated in the beginning of this plan, depending on the nature of the crisis, it is possible to make changes. In this context, as the responsibility can be given to personnel not mentioned in the plan, given responsibility can be cancelled as well. Personnel changes in the organization can only be made with the approval of the CD.

While staff assigned in crisis, try to manage the crisis, so as to ensure that the daily operations is least affected by the crisis, the other staff's priority is the safety of daily operations and maintain its sustainability and to prevent the addition of a new crisis to crisis.

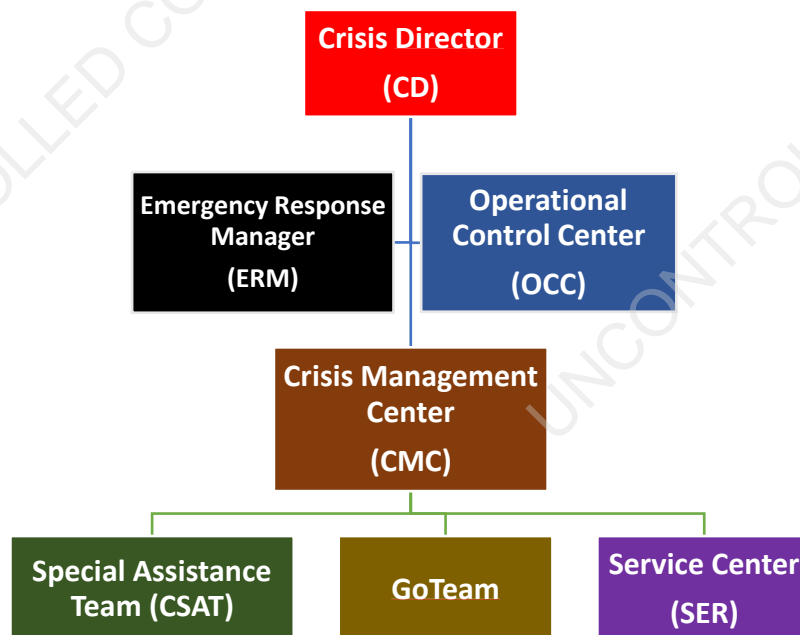
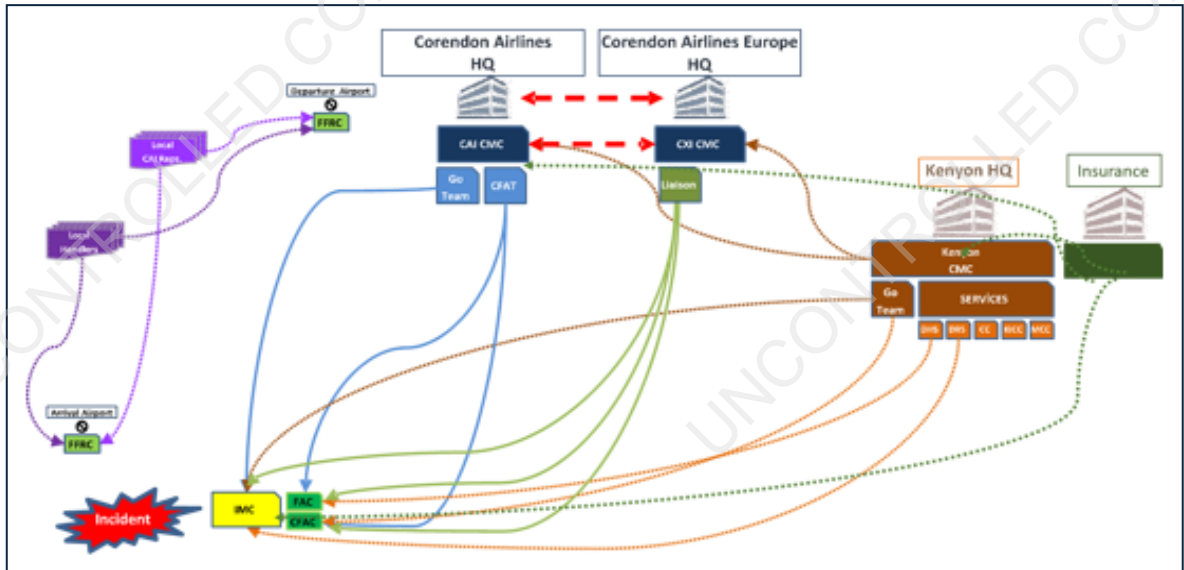


Figure 2: Chain of Command

Since the duration of the crisis is not certain, a 12-hour shift system will be performed from the beginning. The first called CMC staff constitutes the first shift and the other personnel, who were determined for each shift position, constitutes the second shift group. In case of absence, appropriate staff from relevant departments will be assigned by related department Chief Officers/Managers as soon as possible. Refer to Appendix-1 for CMC Members.

### 4.2. Centers Established for Crisis Management:

Centers that will be established for emergency response, and the generic deployment plan are given in Figure 3. The locations of sub-centers (IMC, FFRCs, FACs/CFACs, etc.) will be dictated by the incident location.



**Figure 3: Generic Deployment Plan**

The Crisis Management Center (CMC) shall be established and operated at the relevant company’s headquarters by the representatives defined in the ERP. The CMC is responsible for managing the crisis at the strategic level.

The Incident Management Center (IMC) shall be established and operated by Go Team members to manage the incident at or near the scene at the tactical level. The pre-duty assembly area for IMC personnel is the second floor of the Corendon Headquarters building, unless otherwise directed based on operational requirements.

The Family and Friends Reception Center (FFRC) and the Family Assistance Center / Crew Family Assistance Center (FAC/CFAC) shall be established and operated by members of the Corendon Special Assistance Team (CSAT) to provide support to victims and their families. The pre-duty assembly area for this personnel is the second floor of the Corendon Headquarters building, unless alternative arrangements are required due to the nature or location of the incident.

Continuity in staffing of all these centers is very crucial. In the initial phase, callout plans will be executed and all related staff will be called to duty. Following the initial callout, personnel assigned to crisis management duties shall proceed to their designated staff meeting points, as defined in Figure 4.

During the ongoing process, personnel replacement shall be handled from a single coordination point to avoid disruption. The HR Liaison will be responsible for this process. Each liaison, department director, or manager shall immediately pass all relevant staffing information (current shift, upcoming shift, replacement options, backup plans, etc.) to the HR Liaison. Based on the information received, the HR Liaison shall prepare and disseminate replacement rosters for the Crisis Management Team (CMT). Rosters shall be delivered to all relevant parties via all available means (e-mail, sms, phone, fax, etc.)

CENTER	STAFF		MEETING POINT	
	CAI	CXI	CAI	CXI
<b>CMC</b>	CAI_CMC	CXI_CMC	CAI HQ 4 <sup>th</sup> Floor	CXI HQ
<b>IMC</b>	GoTeam		CAI HQ 2 <sup>nd</sup> Floor	
<b>FFRC</b>	CSAT, GOP, Local Reps		CAI HQ 2 <sup>nd</sup> Floor	
<b>FAC/CFAC</b>	CSAT		CAI HQ 2 <sup>nd</sup> Floor	
<b>SER</b>	Service Center Agents		CAI Service Center	

Figure 4: Staff Meeting Points

#### 4.2.1. Operation Control Center (OCC):

Normally, OCC is a standing center founded to follow-up ongoing operation rather than crisis management. However, it will serve as “Crisis Coordination Center-CCC” from the moment of the crisis until CMC takes over the command and control. It typically takes around 30 to 60 minutes in a ‘best case’ scenario to quite a few hours or possibly more in a worst-case scenario.

When the first information concerning the crisis reaches the OCC, -after confirming the accuracy of the information- the dispatcher on duty informs CD (in absence of him CFO) and ERM respectively. In accordance with instructions received from the CD, CMC (Appendix-1), Go Team (Appendix-2), Callout Plans will be implemented.

Since reaction time is very important in the beginning of the crisis, OCC should be well organized and manage the time correctly by distribution of tasks until the CMC is established. The OCC Manager is responsible for training the staff and providing the readiness of them.

During the initial crisis intervention, possible new accidents/crises should be avoided by paying attention to ongoing operations. In addition, after the CMC is established and transition period is completed, OCC should return to its core functions.

It is necessary to record all developments/decisions/transfections carried out in this period according to the format of “Action Log” given in Appendix-33 and this information should be transferred to the CMC as soon as it is activated.

##### 4.2.1.1. Handover Process:

Handover of command control should be carried out streamlined. Otherwise, loss of information, lack of authority may prevent effective crisis management at that stage. Steps to be followed are defined in Figure-5.

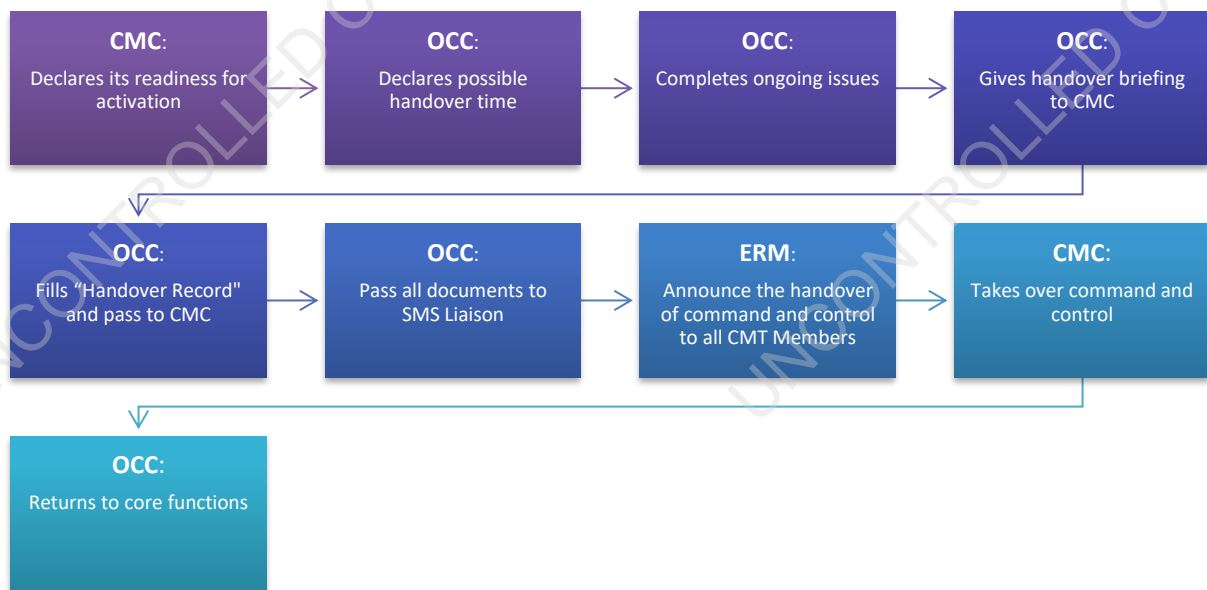


Figure 5: Handover Flow

For the action checklist that needs to be followed by OCC staff please refer to Appendix 6.

#### 4.2.2. Crisis Management Center (CMC):

##### 4.2.2.1. General:

The CMC is the heart of all Command, Control, Coordination & Communication (C4) operations in the Corendon HQ’s response to a major aircraft related emergency or similar severity crisis.

The decision to start and end the crisis is under the authority of CMC.

Detailed structure of CMC is given in Figure-6. It is aimed that all functions for crisis have been covered in this center. The CMC is headed by a “Crisis Director-CD” and operated by dedicated personnel.

Please refer to Appendix-1 for CMC Members. Personnel composition may be reviewed and revised after activation of CMC according to the nature of crisis.

All other centers -including IMCs, FACs/CFACs, FFRCs, which might be activated worldwide during crisis-, are subordinate to the CMC. Final decision authority belongs to the CMC in all emergency response activities.

CMC and vicinity should be secured and isolated from distracting staff members and possible visitors by Admin and/or Security Manager immediately.

From the moment CMC starts activities until its operation stops, all events/developments are to be recorded in format of “Action Log” given in Appendix-33.

The collecting, recording, and securing of all documents are the responsibility of SMS and/or Quality Liaison in CMC.

Generic structure is illustrated in Figure-6. Crew composition will be dictated by the nature of crisis.

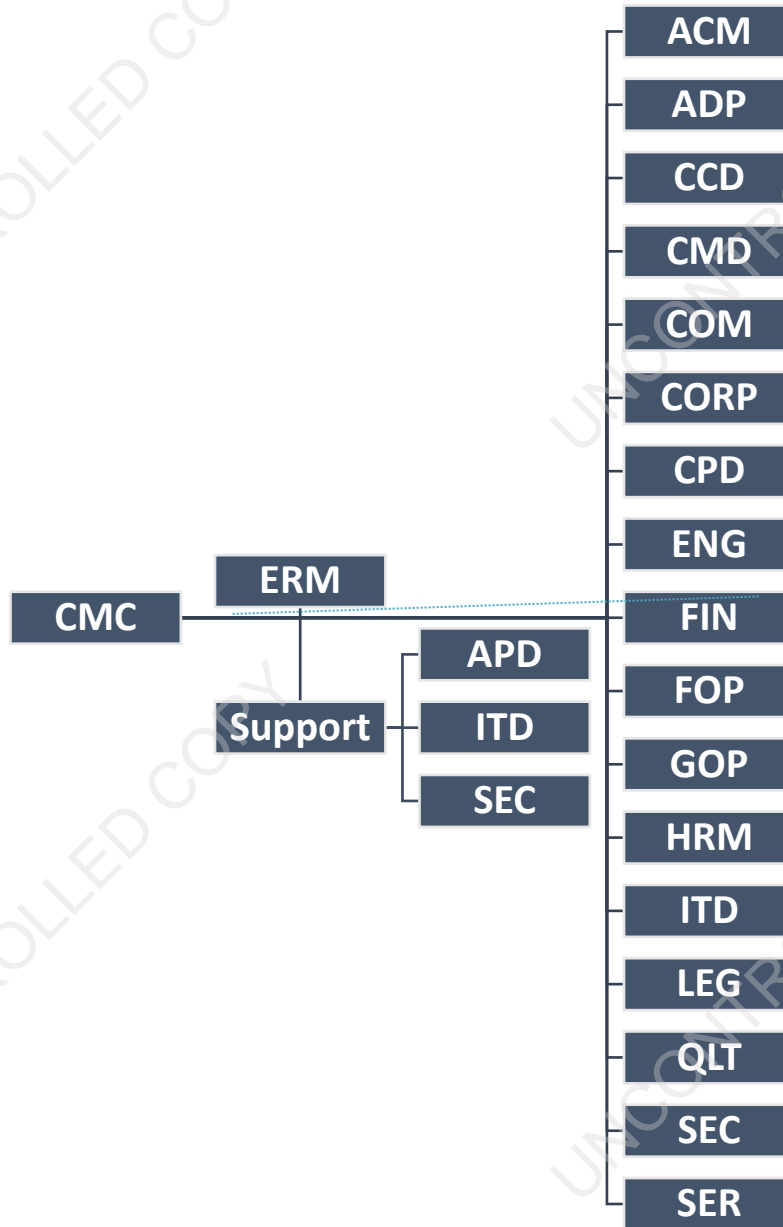


Figure 6: Structure of CMC

**4.2.2.2. Facility:**

The meeting room on the fourth floor in Corendon HQ will be used as CMC unless another directive is given according to occurrence.

The training room in the Airport Building (Antalya) will be used as an alternate CMC.

The physical status of the CMC plans is given in Figure-7. Refer to Appendix-31 for the need of fixtures (inventory) and supplies. This needs to be kept ready in the CMC determined by the Admin and IT Departments by providing pre-crisis period. After being called to open CMC, the support team is responsible for preparing the CMC for the crisis operation as soon as possible.

Responsible staff of Admin and IT Departments shall control the availability and functionality of required support items listed in CMC Facility Checklist (Appendix 31) and infrastructure issues of CMC and sign the checklist put in CMC at the end of each quarter. This undersigned control checklist will be checked regularly and archived by the SMS Department.

A copy of this ERP and Kenyon Service Activation Manuals will be made available in the CMC by the SMS Department.

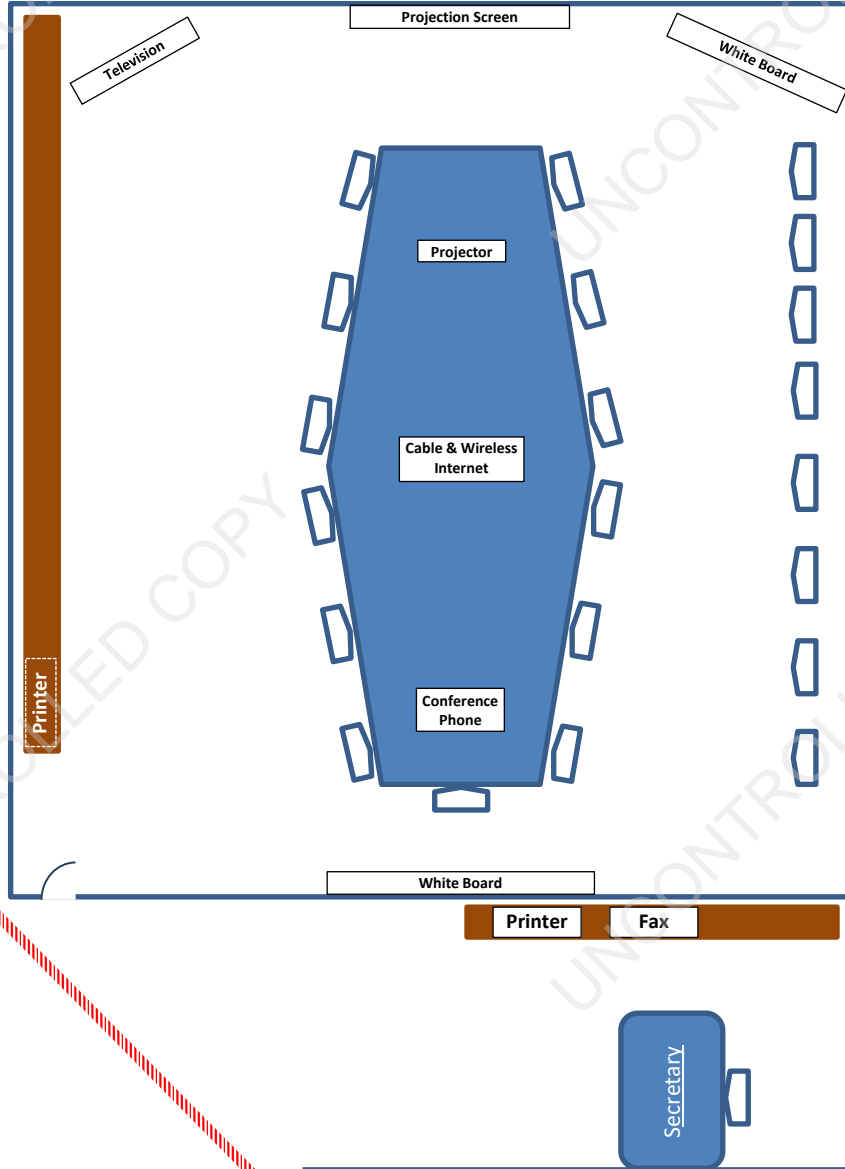


Figure 7: CMC Layout

#### 4.2.2.3. Activation of CMC:

As IT and Admin support team receives call, it provides necessary facilities to activate the CMC. For IT and logistic needs refer to Appendix-31.

“Admin Support Team” supplies all facilities and supplies necessary for the CMC and keeps them ready in CMC as soon as possible. In addition, it is responsible for ensuring the needs of “Go Team” and “CSAT” activation. For this reason, it participates in the first meeting to be held by Go Team Director and attains list of the needs.

Admin and/or Security Manager ensures the security of the entire Corendon facilities and CMC, as soon as possible. He/she controls access and prevents the entry of unauthorized persons to the CMC.

Called representatives are to proceed to the CMC by taking laptop/tablet PC (if any) and crisis folders containing their preparations.

When the working majority is reached, (it is on CD discretion) CMC takes over the management of crisis from OCC according to the "Handover Process (4.2.1.1.)".

#### **4.2.3. Incident Management Center (IMC):**

IMC is the management center established in the incident area. It works under the command of CMC. The IMC runs the incident while the CMC is running the company and providing support to the IMC. The CMC runs the operation until the IMC staff are on the ground.

The IMC is built up and operated by the team (Kenyon or Corendon), which arrives first to the incident site initially. Final responsibility for operating IMC belongs to Corendon. Corendon Go Team is to work within the IMC and to fulfill consulting, controlling and coordination functions.

In case of events occurring at Antalya Airport, unless stated otherwise, the Airport Building Training Room (2nd floor) will be used as the IMC. In coordination with the CMC, Corendon Go Team activates and control IMC. Kenyon team will be responsible for the Corendon Go Team.

In case of event occurring at the Amsterdam airport, Corendon Dutch Airlines facilities -specified in the protocols- will be used as the IMC. In coordination with CMC, Corendon Dutch representative activates and controls IMC until Kenyon/Corendon team arrives.

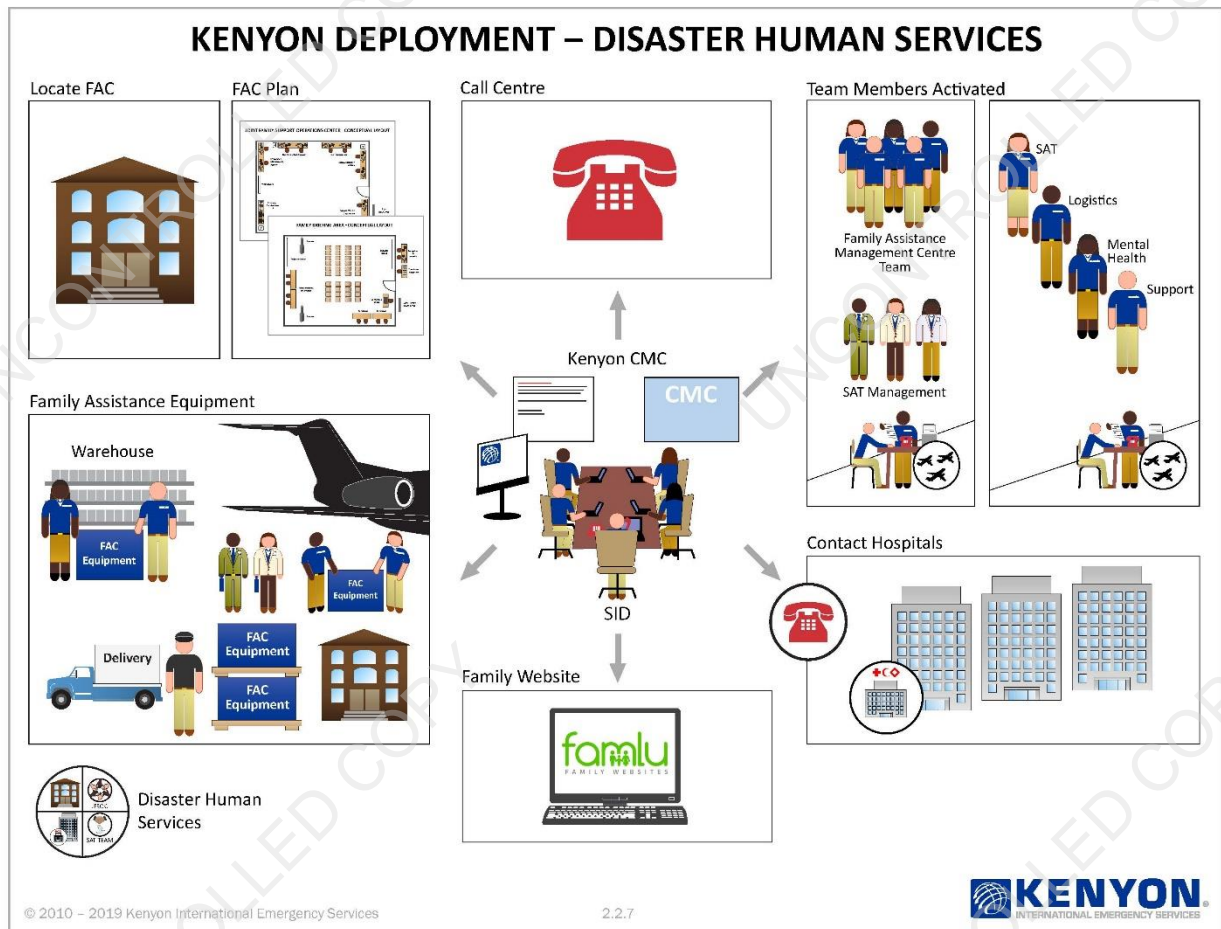
In case of an event occurring outside the main bases, Kenyon and/or local contractor service providers will be used as IMC. Once the Corendon Go Team arrives at IMC, take over command and control of IMC.

#### **4.2.4. Crew/Family Assistance Center (FAC)/ (CFAC):**

A FAC/CFAC is a facility that is established as the result of a mass casualty/fatality incident, wherein a significant number of victims and/or family members are expected to request assistance (medical, communication, accommodation, transportation, information, food, etc.). Its purpose is an organized, calm, professional, and coordinated method of assistance delivery in a safe and secure environment following an incident or accident.

The size and scope of a crisis influences the types of special assistance needed, as well as the amount of financial, personnel and equipment resources needed to provide adequate and sufficient assistance. The scale of the special assistance response is directly related to the number of people affected.

FAC/CFAC will be established and operated inherently by Corendon. Deployment plan of Kenyon is shown in Figure-8. The size and duration are at Corendon's discretion.



**Figure 8: Kenyon Deployment Plan**

The Special Assistance Team (SAT) of Corendon is responsible for establishing and operating FAC/CFAC.

Refer Section 3 for Corendon Hotels, which are to be signed protocol in pre-crisis stage by CSAL.

#### 4.2.5. Family & Friends Reception Centers (FFRC):

They will be built up both in departure and arrival airports or nearest airport to incident site. The purposes of these centers are;

- ✓ to provide initial assistance to victims and/or NOKs,
- ✓ to register them according to "Passenger Registration Form (Appendix-45)",
- ✓ to transport to FAC/CFAC (when built up).

Staffing of these centers is under the responsibility of Ground Ops and Cabin Crew Department. In Antalya Ground Ops Liaison and FAC members activate the FFRC. In other airports, staff of contracted ground handling companies activate FFRC until the Kenyon built up FAC/CFAC.

Ground Ops department is to make protocol with relevant ground handlers for staffing issues for FFRCs, which will be built up out of main base.

They have temporary function in crisis management, and they will be deactivated after finishing their missions in coordination with CMC. Senior staff assigned to FFRC is to report to CMC about ceasing the operation and pass all document to both CMC and FAC/CFAC after deactivation of center.

#### **4.2.6. Interaction between Corendon Airlines and Corendon Airlines Europe ERP:**

When Corendon Airlines Europe experiences any crisis, Corendon Airlines will provide full support for crisis management.

At the beginning of the crisis, the CEO and ERM of both companies will be informed and coordinated decisions will be taken. The Crisis Management Center will be opened in both companies. After this phase, decisions will be made on Corendon Airlines to shorten the reaction time, and Corendon Airlines Europe will be notified of the continual improvement through the crisis management center.

#### **4.2.7. Coordination Cell for Wet Lease Operation (if necessary) and Other Parties:**

Any crisis in wet lease bases will be informed to OCC immediately by staff who have the information. If there is an assigned wet lease coordinator, it will serve as a bridge between the two sides. OCC and CMC are constantly informed. If no coordinator is appointed, the most senior personnel or the person to whom the assignment is assigned shall fulfill this responsibility.

## 5. ROLES AND RESPONSIBILITIES:

### 5.1. Crisis Management Team (CMT):

CMT is a collective term used to include all the Corendon Airlines' emergency response teams worldwide (CMC, IMC, FFRC, FAC/CFAC, Go Team, Crisis Support Units, Service Center, Crisis Communications Team, Emergency Call Centre, directly or indirectly involved Station(s)/Destination Airport(s), etc.).

The term is also meant to include all other parts of the Corendon and appropriate representatives of the Corendon such as Station Ground Handling Agents/Supervisory Agents/Airline Representatives in general-together with and any contracted third parties providing emergency/crisis response services to the Corendon.

All members of CMT are;

- ✓ to make all the preparations before the crisis,
- ✓ to review ERP,
- ✓ to do crisis duties as soon as receive call,
- ✓ to ensure safety of the ongoing operation,
- ✓ to comply directives of CMC,
- ✓ to inform CMC frequently,
- ✓ to coordinate all issues with CMC and take an approval.

### 5.2. OCC:

OCC serves as a Crisis Coordination Center (CCC) in the initial stage of crisis. Principal tasks are;

- ✓ to start emergency procedure if there is a missed 4D/15 position report issue which is detailed in OCC Procedure Chapter-13-Aircraft Tracking.
- ✓ to manage all communication among the related parties (CD, ERM, authorities, etc.)
- ✓ to carry out call out plans,
- ✓ to fill action log,
- ✓ to collect all relevant data/document and secure them,
- ✓ to make hand over briefing to CMC,
- ✓ to send all collected document SMS Liaison which is detailed in Appendix-5-Crisis Document List,
- ✓ to ensure safe continuation of rest of the operation.

Refer to Appendix-6 for OCC Action Checklist.

### 5.3. CMC Liaisons:

#### 5.3.1. Crisis Director (CD):

Accountable Manager (in absence of him CFO) serves as Crisis Director (CD). He is responsible for overall Command, Control, Co-ordination, and Communication (C4) functions for crisis management.

Most critical role of CD in the beginning of crisis is that he must take a series of decisions in a short while without having enough time to consult the issue.

The first thing to consider is to decide whether the “CMC”, “Go Team” “CSAT” and “Kenyon” will be activated or not. The second important thing is to communicate with government, media, and NOKs in this phase of crisis.

The Accountable Manager may not be a permanent member of the CMC.

Refer to Appendix-7 for CD Action Checklist.

Refer to Appendix-51 for Critical Items List (CIL).

### 5.3.2. Emergency Response Manager (ERM):

Senior SMS Manager/dedicated SMS Specialist serves as an ERM. Principal tasks are;

- ✓ to manage the CMC,
- ✓ to coordinate all actions of the CMC and lead all briefings,
- ✓ to ensure that the center runs smoothly, and all functional teams are working together,
- ✓ to serve as liaison to the company investigation team,
- ✓ to advise the CMC on any immediate safety issues that may arise,
- ✓ to advise CMT on updates from the CMC,
- ✓ to inform and make essential correspondence with authorities,
- ✓ to call relevant staff for duty,
- ✓ to coordinate with Kenyon.

Refer to Appendix-8 for ERM Action Checklist.

### 5.3.3. Flight Operation Liaison:

Chief Flight Operations Officer/Chief Pilot serves as Flight Operation Liaison in CMC. Principal tasks are;

- ✓ to provide consultancy service to CMC about operational aspect of occurrence,
- ✓ to advise CMC for any additional irregular operations or changes to operations based on the loss,
- ✓ to advise flight or operations control on any decision or updates from the CMC,
- ✓ to bring up all issues regarding flight operation,
- ✓ to call relevant staff for duty,
- ✓ to send all collected document SMS Liaison which is detailed in Appendix-5-Crisis Document List,
- ✓ to develop alternative plans to lessen the effects of occurrence.

Refer to Appendix-9 for Flight Ops Liaison Action Checklist.

### 5.3.4. Technical Liaison:

Chief Technical Officer/Engineering Manager serves as Technical Liaison in CMC. Principal tasks are;

- ✓ to provide technical advice to CMC,
- ✓ to preserve technical evidence,
- ✓ to liaise with manufacturers,
- ✓ to call relevant staff for duty,
- ✓ to send all collected document SMS Liaison which is detailed in Appendix-5-Crisis Document List,

- ✓ to inform owner of aircraft,

Refer to Appendix-10 for Technical Liaison Action Checklist.

### 5.3.5. Security Liaison:

Aviation Security Manager/Station Manager serves as Security Liaison in CMC. Principal tasks are;

- ✓ to make all necessary preparations and arrangements for security,
- ✓ to make protocols with relevant parties,
- ✓ to ensure that all related facilities of Corendon are secured:
  - Centers (CMC, FFRCs, FACs, etc.)
  - Buildings (HQ, etc.), Check-in Counters, Sales Offices, Station Offices etc.
    - ✓ to advise the CMC on any immediate security issues that may arise,
    - ✓ to call relevant staff for duty,
    - ✓ to liaise and advise the investigation team in case of doubt about security related occurrences,

Refer to Appendix-11 for Security Action Checklist.

### 5.3.6. CC&PR Liaison:

Refer to Section-12(Corporate Communication Public Relations) for detailed information about CC&PR.

Refer to Appendix-12 for CC&PR Action Checklist.

### 5.3.7. Corendon Special Assistance Liaison (CSAL):

Refer to Section-13 (Special Assistance), for detailed information.

Refer to Appendix-13 for CSAL Action Checklist.

### 5.3.8. Ground Operations Liaison:

Chief Operating Officer/Assistant ground Operations Manager-Ground Handling Contracts serves as Ground Operations Liaison in CMC. Principal tasks are;

- ✓ to call relevant staff for duty,
- ✓ to make necessary protocols with handling agents about extra staffing in crisis conditions. These staff acted on behalf of Corendon at the beginning of the crisis in their own airports. They guide NOKs of the FFRC and tackle their problems of them until Kenyon/Corendon staff arrive.
  - ✓ To allocate FFRC in the events occurring in Antalya, direct relatives of passengers to these centers, response for passengers' need (food and beverages, communication, etc.) or pass them to CMC.
  - ✓ to ensure the clear flow of relevant information to and from all stations and keep the CMC informed of the situation in the different stations.
  - ✓ to instruct the stations directly involved in the emergency to lock passenger information in the reservations systems of both the operating and marketing carriers, call centers, service center and, in the case of code sharing, to secure copies of appropriate passenger manifests.
  - ✓ to send all collected document SMS Liaison which is detailed in Appendix-5-Crisis Document List,

✓ To prepare “Kriz Durumunda Bilgilendirme Formu (Appendix-34)” and “Yolcu Listesi (Appendix-35)” and send to ERM. In absence of ERM or in case of delay he/she is to send this form to e-mail address (uodops@shgm.gov.tr) of Turkish DGCA no later than one (1) hour.

Refer to Appendix-14 for Ground Ops Liaison Action Checklist.

#### **5.3.9. Human Resources (HR) Liaison:**

Chief Human Resource Officer/Asst. HR Manager serves as HR Liaison in CMC. Principal tasks are;

- ✓ to call relevant staff for duty,
- ✓ to manage the care of the any employees who are directly affected,
- ✓ to inform company staff,
- ✓ to offer advice on morale and welfare of company employees,
- ✓ to collect data about current and coming shifts,
- ✓ to prepare and disseminate “Replacement Rosters” for cmt (CMC, Go Team, CSAT, other staff) if crisis management procedures are in place,
- ✓ to develop strategies to lessen the effects of occurrence in scope of staffing.

Refer to Appendix-15 for HR Action Checklist.

#### **5.3.10. Quality Liaison:**

Chief Compliance Monitoring Officer/Quality Manager serves as Quality Liaison in CMC. Principal tasks are;

- ✓ to call relevant staff for duty,
- ✓ to collect crisis related documents given in Appendix-5 and secure them,
- ✓ to monitor all crisis actions, comply with regulations,
- ✓ to assist ERM in scope of correspondence,
- ✓ to support Go Team in terms of documentation.

Refer to Appendix-16 for Quality Action Checklist.

#### **5.3.11. Finance/Insurance Liaison:**

The finance department is responsible for all financial matters relating to the incident and should establish a cost to allocate to the event. Finance should stand by to assist Contracts & Insurance in their actions.-Head of Finance/Finance Specialist/Euro Contract Manager serves as Insurance Liaison in CMC. Principal tasks are;

- ✓ to organize immediate financial assistance and issue dedicated budget,
- ✓ to assist Contract / Insurance in supporting all contracted service activations and any special accounts,
- ✓ to support the Go Team and CSAT preparations which may require cash funding or other credit facilities,
- ✓ to support the Family Assistance Centre,
- ✓ to provide cash advances for passengers and/or their next of kin – in accordance with Insurance protocol.
- ✓ to enable any required cash advances for Head Office and Go Team and CSAT
- ✓ to work directly with corporate accounting to capture and track all costs associated with the loss,

- ✓ to notify insurance broker,
- ✓ to work with brokers and insurers to ensure timely reimbursement,
- ✓ to build a contact between Kenyon and broker,
- ✓ to observe Kenyon operation in terms of expenses details,
- ✓ to send all collected document SMS Liaison which is detailed in Appendix-5-Crisis Document List,

Refer to Appendix-17 for Insurance Action Checklist.

### 5.3.12. Crew Planning Liaison:

Crew Planning Manager/Officer serves as Crew Planning Liaison in CMC. Principal tasks are;

- ✓ to develop a new strategy/plan for crew planning according to emerging situation,
- ✓ to advise CMC about scheduling and staffing,
- ✓ to call relevant staff for duty,
- ✓ to participate in the coordination meeting for “Go Team” and “SAT” and respond emerging needs of them (travel, accommodation, etc.) as soon as possible.
- ✓ to send all collected document SMS Liaison which is detailed in Appendix-5-Crisis Document List,

Refer to Appendix-18 for Crew Planning Action Checklist.

### 5.3.13. Commercial Liaison:

Chief Commercial Officer/Planning Specialist serves as Commercial Liaison in CMC. Principal tasks are;

- ✓ to call relevant staff for duty,
- ✓ to develop a new strategy/plan for scheduling according to emerging situation,
- ✓ to advise CMC about scheduling and destinations,
- ✓ to coordinate privileges will be provided to NOKs.

Refer to Appendix-19 for Commercial Action Checklist.

### 5.3.14. Customer Care Liaison:

Senior Service Centre Manager /Customer Care Officer serves as Customer Care Liaison in CMC. Principal tasks are;

- ✓ to follow customer complaint closely,
- ✓ to respond complaints, which results from crisis, immediately,
- ✓ to send all collected document SMS Liaison which is detailed in Appendix-5-Crisis Document List,
- ✓ to advise CMC on customer issues.

Refer to Appendix-20 for Customer Care Action Checklist.

### 5.3.15. Legal Representative (when activated):

Contracted company lawyer serves as Legal Representative in CMC. Principal tasks are;

- ✓ to represent the company in legal platforms,

- ✓ to work directly with the communications teams, corporate leadership, and third-party legal counsel to protect the company while supporting transparent communications with families and those people directly affected,
- ✓ to advise CMC about legal issues,
- ✓ to get in contact with insurance companies

Refer to Appendix-21 for Legal Action Checklist.

### 5.3.16. IT Liaison:

Chief Information Officer serves as IT Liaison in CMC. Principal tasks are;

- ✓ to call relevant staff for duty,
- ✓ to ensure that IT facilities are ready to use and continuity of operation in CMC and Go Kits,
- ✓ to ensure that IT platform functions properly and efficiently during crisis,
- ✓ to ensure web dark site is activated,
- ✓ to supply IT needs of Go Team and CSAT without delay,
- ✓ to manage the web site of the Company.

Please refer to Appendix-22 for IT Action Checklist.

### 5.3.17. Support Team of CMC:

Support team comprises of dedicated staff of IT and Admin Departments (refer to Appendix-1). The support team will be called priority when the callout plan runs.

Responsibilities of these staff are:

- ✓ to cover needs of CMC in pre-crisis stage (Appendix-31),
- ✓ to check the support items are present/operative and undersign the CMC Facility Checklist (Appendix-31) at the 3end of each quarter,
- ✓ to convert meeting room to CMC as soon as possible when they receive a call,
- ✓ to respond emerging needs of “Go Team and CSAT (if activated)” and let them move to incident site as soon as possible,
- ✓ to keep supporting CMC, Go Team, CSAT uninterrupted as long as they remain active.

Refer to Appendix-24 for Support Team Action Checklist.

### 5.4. Go Team:

Corendon Go Team structure is shown in Figure-9 and team members are given in Appendix-2. This crew composition is generic one and it can be revised according to the nature/place/severity of crisis.

It should depart within 3-6 hours of after being alerted. Dispatching Go Team to the scene is under the authority of CMC.

Principal tasks of this team are;

- ✓ to reach the incident/accident area as soon as possible,
- ✓ to follow the developments there,
- ✓ to take events under control,
- ✓ to coordinate actions and to inform the CMC.
- ✓ to visit/inform to Turkish representatives in the countries, in which the occurrence happens.

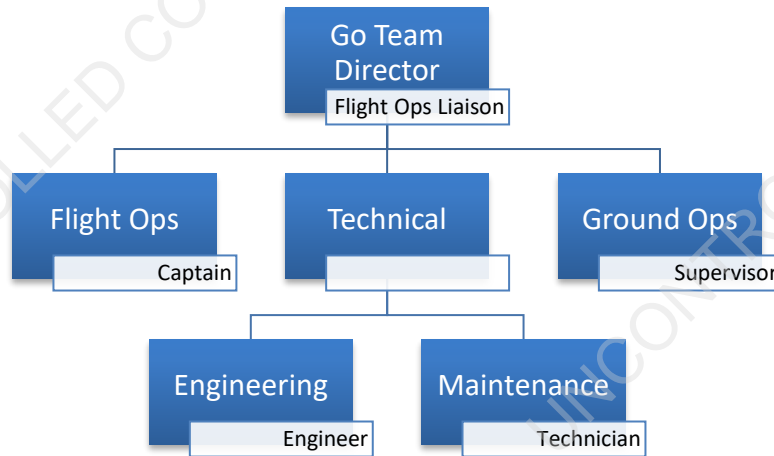


Figure 9: Go Team

As soon as Kenyon activates IMC, Corendon Go Team hands over the command of incident site and keeps a position in IMC for controlling operation of IMC on behalf of CMC, for coordinating and communicating between CMC and IMC.

All related departments must designate at least two people -one is principal; one is deputy- for these liaison positions. In case of absence of assigned two liaisons, related department Chief Officer/Manager will be informed about situation. Department Chief Officers/manager has to assign new staff for this position immediately.

Unless otherwise instructed, the meeting point for Go Team is the meeting room on the 2nd Floor in Corendon HQ. The members of the team proceed to the meeting room, ready to ride as soon as they have a call.

Go Team Director gets the first instruction from CMC/ERM and he/she organizes coordination meeting with the participation of Go Team, CSAT, Support Team, Crew Planning, Quality and Finance. In this meeting.

- ✓ Situation and CMC instructions will be announced to all members,
- ✓ Course of action will be explained,
- ✓ Emerging needs specific to crisis will be determined and demanded from relevant department/unit (Support Team, Crew Planning, Quality, Finance, etc.)

Generic Go Kit content is listed in Appendix-32. However, it can be revised according to the nature/place/severity of crisis. This list serves as a checklist for assigned staff and departments.

Some of the listed items (listed in Appendix-32) are always kept ready in meeting point (in 2nd floor) to shorten reaction time of Go Team. Extra required items have to be provided immediately by responsible departments/units/staff.

Responsible staff of Admin and IT Departments shall control the availability and functionality of required support items listed in Go Kit Checklist (Appendix 32) and sign the checklist at the end of each quarter. This undersigned control checklist will be checked regularly and archived by the SMS Department.

#### 5.4.1. Go Team Director:

Flight Ops Liaison serves as Go Team Director also. Principal tasks are;

- ✓ to be present in the meeting area as soon as possible ready to travel,

- ✓ to coordinate preparation with CMC and relevant departments/units.
- ✓ to hold coordination meetings including team members and all relevant parties (IT, Admin, Crew Planning, Quality, Finance, etc.)
- ✓ to decide final Go Kit content, ensure all needs have been provided,
- ✓ to lead a Go Team,
- ✓ to deploy the Go Team and equipment to the incident site,
- ✓ to make arrangements for the protection of people, locations and equipment,
- ✓ to provide follow-on control of the Company's response,
- ✓ to handover command of incident site to Kenyon (when they arrive) and keep working in coordination Kenyon in IMC,
- ✓ to keep CMC informed,
- ✓ to recover the Go Team and equipment.

See Appendix-25 for Go Team Director Action Checklist.

#### 5.4.2. Go Team Flight Ops Liaison:

A dedicated captain serves as Flight Ops Liaison in Go Team. Principal tasks are;

- ✓ to be present in the meeting area as soon as possible ready to travel,
- ✓ to collect operational evidence at the incident site,
- ✓ to provide all necessary information to CMC,
- ✓ to advise Go Team Director about emerging situations in incident site,
- ✓ to represent the Corendon in incident site,
- ✓ to function as a bridge between IMC and CMC,
- ✓ to deliver the check list and action logs prepared during the mission to the SMS Liaison,

See Appendix-26 for Go Team Flight Ops Action Checklist.

#### 5.4.3. Go Team Technical Liaison:

A dedicated engineer serves as Technical Liaison in Go Team. Principal tasks are;

- ✓ to be present in the meeting area as soon as possible ready to travel,
- ✓ to collect technical evidence at the site of an accident,
- ✓ to ensure that the aircraft systems are secured,
- ✓ to advise official investigation team in coordination with CMC,
- ✓ to arrange removal, transport, and storage of aircraft wreckage (if required),
- ✓ to deliver the check list and action logs prepared during the mission to the SMS Liaison,

See the Appendix-27 for Go Team Technical Liaison Action Checklist.

#### 5.4.4. Go Team Ground Ops Liaison:

A dedicated Ground Ops Officer serves as Ground Ops Liaison in Go Team. Principal tasks are;

- ✓ to be present in the meeting area as soon as possible ready to travel,
- ✓ to arrange facility for Go Team,
- ✓ to respond emerging needs of Go Team via service providers in or vicinity of incident site,
- ✓ to support all operations carried out at the incident site,
- ✓ to deliver the check list and action logs prepared during the mission to the SMS Liaison,

See Appendix-28 for Go Team Ground Ops Liaison Action Checklist.

## 5.5. Service Center:

Although Corendon Airlines has already contracted with service provider (Kenyon) in terms of crisis management, for sure Service Center will be in service in the initial stage of crisis until Kenyon International Call Center (KICC) service is activated. Moreover, in smaller-scale crises for which Kenyon won't be put into operation, it is expected that Service Center will serve throughout the crisis management.

Principal tasks of this team are;

- ✓ to make all the preparations before the crisis,
  - to keep the relevant personnel list up to date
  - to keep the relevant personnel training up to date
  - to perform internal exercise
- ✓ to manage all communication among the related parties (OCC and ERM)
- ✓ to carry out call out plans for its own staff,
- ✓ to fill action log,
- ✓ to collect all the necessary information about the passengers and their relatives is obtained and recorded in the system via the web dark side,
- ✓ to share all collected information with Kenyon detailed in Appendix-53- Client Family Member Contact Form,
- ✓ to ensure continuation of routine call center operation.

Refer to Appendix-23 for Service Center Action Checklist.

### 5.5.1. Initial Phase:

In the initial phase, it is expected that many calls will come to the Service Center at any time. The methods to follow according to the type of call are summarized below:

### 5.5.2. Calls which provide warning or information about crisis:

If there is any information pointing to the crisis in the inbound call, this information should be transferred to OCC, immediately. Even if it is suspected that the incoming notifications are hoax call, this information should be transferred to the OCC.

### 5.5.3. Calls which information request about crisis:

In this case, the callers should be transferred to Corendon Airlines website, which will be turned to "web dark side" developed for the crisis purposes. "Toll free phone numbers", which will be provided by Kenyon, will be published on this web site.

Information requested by the press shall be directed to "toll free phone numbers", which will be provided by Kenyon Media Call Center (MCC). These numbers also will be published in the web dark side.

Instead of providing information during these calls, forwarding should be made. Providing any unconfirmed information can put the entire organization in trouble. In case of hesitation, Corendon Corporate Communication Department will get in touch with the press.

### 5.5.4. Calls from Next of Kin (NoK) of Personal Directly Affected (PDA):

These calls are an opportunity to define the NoKs of PDAs. For this reason, "Client Family Member Contact Form (Appendix 53)" must be filled in for each call and these must be forwarded to the Kenyon International Call Center (KICC) and ERM.

NoKs should be directed to the "web dark side" after this registration, and it should be avoided to give any information to NoKs of PDAs.

### 5.5.5. Other passengers call about other flights or issues:

Passengers of the company's ongoing flights may also information request about their own flights during this period. These calls should be answered through normal service center procedures.

### 5.5.6. Ongoing Phase:

In this phase, there are two scenarios that are explained in below:

#### 5.5.7. In case of Kenyon Activation:

- ✓ Increase the service center agent number on duty.
- ✓ Ensure that receiving the initial information from OCC/ERM.
- ✓ Ensure that receiving the confirmed passenger manifest from GOP Department.
- ✓ Record the data in to the "Client Family Member Contact Form".
- ✓ Transfer the recorded data to KICC and ERM.

#### 5.5.7.1. In case of Kenyon is not activated:

- ✓ The service center agent who is informed initially about occurrence, should try to get information, and take note and forward it to OCC. (Refer to Chapter 6.2 for detailed information.)
- ✓ Ensure that receiving the initial information from ERM or OCC Department,
- ✓ Increase the service center agent number on duty,
- ✓ Forward the media calls to the web dark side when it is activated.
- ✓ Ensure that receiving the confirmed passenger manifest from GOP Department,
- ✓ Provide frequent feedback to ERM.
- ✓ Record the data in to the "Client Family Member Contact Form".
- ✓ Transfer the recorded data to ERM.

#### 5.5.7.2. Post Incident Phase:

The crisis management process should be reviewed at this stage.

The statistics and analysis of calls received during crisis management should be shared with ERM.

### 5.5.8. Information Flow Diagram for Service Center:

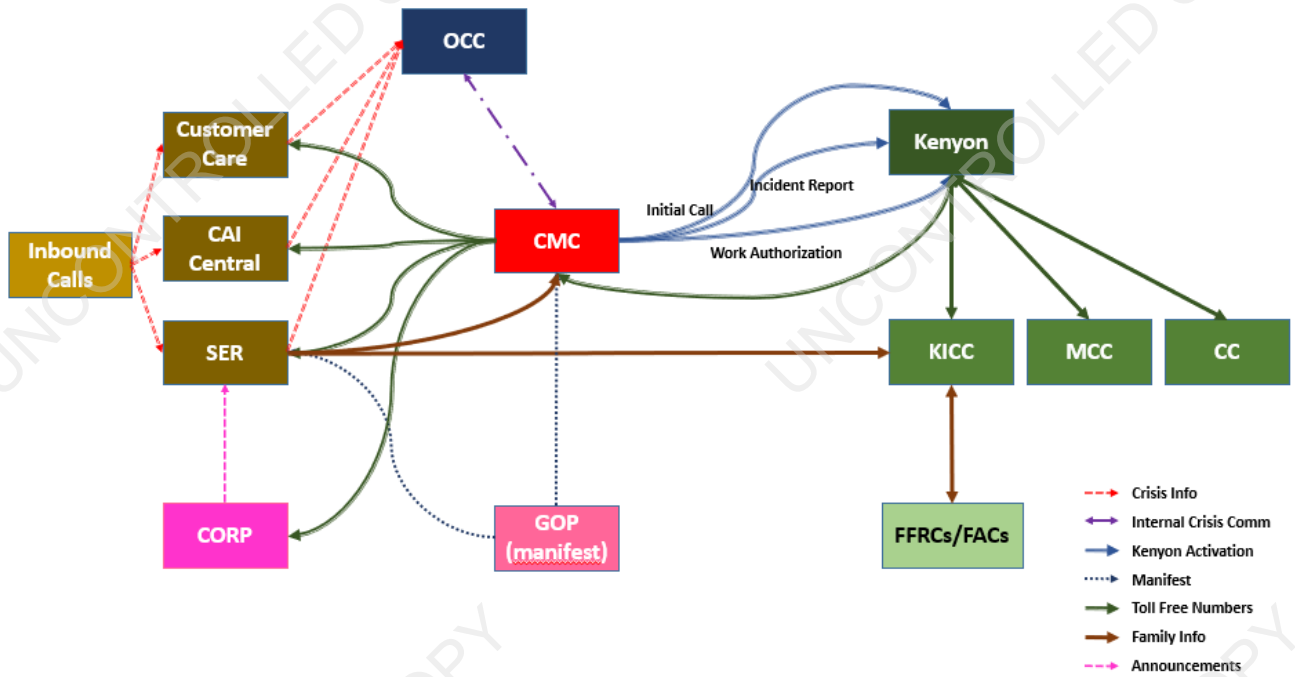


Figure 10: Information Flow Diagram for Service Center

## 6. NOTIFICATIONS:

### 6.1. Reporting an Accident or Major Incident:

The Operations Control Center (OCC), operating 24/7, serves as the company's primary and official emergency notification point and functions as the Crisis Coordination Cell (CCC) during the initial phase.. Any person learning of an aircraft accident, serious incident, or any other actual or potential threat involving Corendon Airlines or Corendon Airlines Europe staff, customers, or property is to call the OCC.

**Land Line: +90 242 330 3290**

**GSM: +90 549 412 0078**

**Fax: +90 242 330 3522**

**E-mail: [occ@corendon-airlines.com](mailto:occ@corendon-airlines.com)**

Figure 11: Operations Control Center (OCC) Contact Details

Corendon Airlines and/or Corendon Airlines Europe personnel who are not specifically authorized must not attempt to assess the situation, must not provide information to external parties, and must not make any public or media statements under any circumstances.

### 6.2. Initial Information to be Collected by OCC:

The Operations Control Center (OCC) personnel who first become aware of an aircraft accident, serious incident, or other emergency situation must, as far as practicable, attempt to collect and record the following initial information:

- ✓ **Caller's name**
- ✓ **Caller's contact details**
- ✓ **Details of the occurrence**
  - **What,**
  - **When,**
  - **Where has happened?**
- ✓ **What is happening now?**

### 6.3. Immediate Action Steps for OCC:

Upon receipt of a notification of an aircraft accident or serious incident, the Operations Control Center (OCC) must immediately initiate the following critical actions during the initial stage of the crisis:

- ✓ Receive, register, and time-stamp the initial notification,
- ✓ Verify the accuracy and credibility of the received information using all available internal and external sources,

- ✓ Secure and preserve all operational and electronic data related to the affected flight (dispatch records, flight plan, ACARS messages, communication logs, aircraft tracking data, crew schedules, etc.) to prevent alteration or loss,
- ✓ Reorganize the OCC as a Crisis Coordination Center (CCC),
- ✓ Delegate duties among the available OCC staff in accordance with ERP procedures,
- ✓ Inform the Crisis Director and the Emergency Response Manager as soon as possible, providing all available information relating to the incident. (refer to CXI ERP for relevant cases),
- ✓ Obtain confirmation of the emergency level (Yellow Alert, Orange Alert, Red Alert) in accordance with Appendix-58: Alert Color Codes, and the decision regarding the emergency call-out plan from the Crisis Director or the Emergency Response Manager.
- ✓ Following the initial evaluation, the OCC must obtain clear and explicit instructions from the Crisis Director and/or the Emergency Response Manager. These instructions must provide clear answers to the questions defined in Table-3.
  - ✓ Inform the Service Center,
  - ✓ Ensure that unauthorized personnel do not assess the situation, communicate externally, or make any public or media statements under any circumstances,
  - ✓ Evaluate the potential operational impact on the ongoing flight program and notify relevant liaisons if immediate adjustments may be required,
  - ✓ Record all actions, decisions, communications and timestamps in the Action Log (Appendix-33).

If information is incomplete or unconfirmed, this status must be clearly identified and recorded as “unconfirmed”.

After the initial evaluation, CD should announce clear instructions to OCC/ERM. These instructions must answer questions, which are given in Table-3.

NO	INITIAL QUESTIONS	YES	NO	REFERENCE	REMARKS
1	Will “CMC Callout Plan” be executed?			Appendix-1	HQ of Corendon unless otherwise stated/directed.
2	Will “Go Team Callout Plan” be executed?			Appendix-2	Go Team and CSAT can be informed about event to give the alarm before activation.
3	Will “CSAT Callout Plan” be executed?			Appendix-3	CSAL is to decide to crew composition and execute callout plan.
4	Will “Kenyon” be activated?			Appendix-36	Kenyon can be informed about event to give the alarm before activation.

**Table 3: Post-Initial Assessment CD Instructions**

#### 6.4. Follow-Up Actions by OCC:

Following the collection and initial assessment of the above information, the on-duty OCC dispatcher must:

- ✓ Follow the OCC Action Checklist provided in Appendix-6,
- ✓ Execute the emergency call-out procedures,
- ✓ Ensure continuous and timely updates are provided to the Crisis Management Committee (CMC),

- ✓ Act as the crisis coordinator until the CMC is fully activated,
- ✓ Ensure all information flow is managed by the OCC during this period
- ✓ Record all information and developments in the “Action Log” format provided in Appendix-33 for transfer to the CMC after its establishment.

The company information flow process is defined in Figure-12– Company Information Flow in Crisis Conditions.

## 6.5. Company Information Flow in Crisis Conditions:

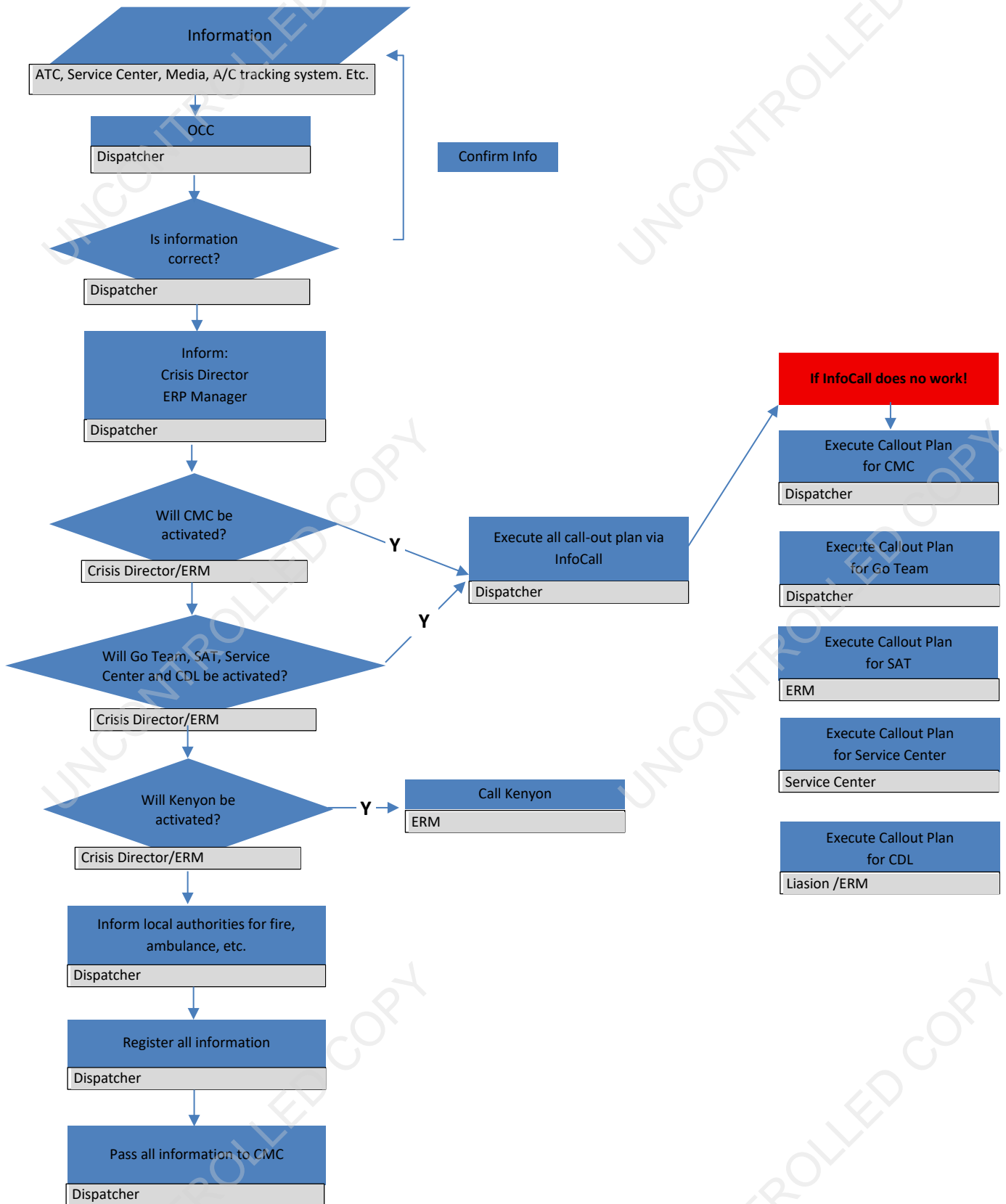


Figure 12: Information Flow in Crisis

## 7. INITIAL RESPONSE:

### 7.1. Callout Plans:

At the onset of a crisis situation, the timely mobilization of all relevant personnel is of critical importance. All designated personnel shall be notified and called to duty within a reasonable and predefined timeframe.

Corendon Airlines utilizes two methods for the initiation and execution of the callout plan:

1. **Primary Method – Automated Notification System:** InfoCall automated notification system shall be used as the primary method for initiating the callout plan. It constitutes the main execution mechanism and shall be used under normal operating conditions.
2. **Secondary Method – Manual Notification Process:** In the event that the InfoCall system is unavailable or inaccessible for any reason, a manual notification process shall be implemented as a secondary method to ensure continuity of the callout plan.

Decision-making and execution authorities are defined in Table 4. For specific scenarios and detailed procedures, reference shall be made to the Corendon Airlines Europe ERP.

	PLAN	DECISION AUTHORITY	CARRIED OUT BY	CHECKLIST	APPENDIX NO
1	CMC Callout Plan	CD/Deputy CD	OCC	CMC Member List	1
2	Go Team Callout Plan	CD/Deputy CD	OCC/Deputy ERM	Go Team Member List	2
3	CSAT Callout Plan	CD/Deputy CD	CSAL/Deputy ERM	CSAT Member List	3

**Table 4: Callout Plan Decision Authority**

#### 7.1.1. Primary Method – InfoCall Automated Notification System:

Corendon Airlines utilizes the InfoCall automated notification system as the primary method for initiating the crisis notification chain. The system enables rapid, simultaneous, and traceable notification of critical personnel, including members of the CMC, CSAT, Go Team, Service Center, and CDL.

##### **Activation Steps:**

Once the OCC has received the first verifiable information relating to an incident, the following process shall be implemented:

- **Crisis Director (CD) / Emergency Response Manager (ERM):**
  - ✓ Instruct the activation of the scenario to be initiated via the InfoCall system.
- **Operations Control Center (OCC) / Dispatchers:**
  - ✓ OCC/Dispatcher logs into the InfoCall system.
  - ✓ In accordance with the instructions provided by the CD or ERM, the OCC/dispatcher must select the pre-configured scenario in the InfoCall system. Details are provided in Appendix 57.
  - ✓ Once the scenario is selected, the automated callout plan shall be initiated via InfoCall.
  - ✓ Once the scenario-specific callout plan has been initiated, the dispatchers should activate the Consecutive alert function to share the prepared incident information.
  - ✓ Notifications sent via Consecutive Alert will be sent simultaneously to all personnel assigned to ERP via the InfoCall application, text message and e-mail. This ensures that everyone is informed about the incident.
- **Personnel assigned to ERP:**
  - ✓ Receive instructions in accordance with the Red, Orange, or Yellow alert levels.

- ✓ Confirm availability to participate in the duty.

### Notification Channels:

InfoCall simultaneously uses the following channels:

- Telephone call
- Application notification or SMS
- E-mail

### Confirmation Requirement:

All personnel assigned to the ERP must confirm their availability during phone calls. The system records this confirmation data, which the OCC can monitor in real time.

### InfoCall Callout Process and Escalation Structure:

Personnel assigned to CMC and Go Team roles in ERP are organized into groups based on their departments. Each group consists of 1 primary member and 2 deputy members. For CSAT and Service Center, no grouping is applied; only the required number of personnel is defined.

The callout process proceeds according to the following order:

1. The Primary person is called first.
2. If the primary person does not answer, declines duty, or states they cannot reach the duty location within 120 minutes, the Deputy is called.
3. If the Deputy does not answer or cannot report, the 2nd Deputy is called.
4. If no one from the department answers, the process is automatically restarted by InfoCall.
5. Once any assigned department member accepts the duty, the other two members receive a notification (via SMS or application alert) indicating "duty accepted" and by whom.

### Completion Criteria:

InfoCall callout process is considered complete once the required number of personnel for the scenario has been reached.

If the required number of personnel is not reached within one hour of the callout starting, the system will automatically terminate the process.

Once the process is complete, a summary e-mail detailing the results of the callout is sent to the relevant departments.

### 7.1.2. Secondary Method – Manual Notification Process:

If the InfoCall system becomes inaccessible, experiences a technical malfunction, or cannot be used due to delays, the process is immediately switched to manual notification.

OCC performs the following actions:

- Notifies the personnel responsible for manually executing the Service Center, CSAT, and CDL callout plans that InfoCall is not accessible.
- Immediately initiates manual callout for the CMC and Go Team, which fall under OCC responsibility.

- Ensures that the manual callout is performed by the responsible individuals indicated in Table 4.

### Manual Notification Methods:

- Telephone call
- SMS
- WhatsApp/Microsoft Teams
- E-Mail

All manual callout actions must be time-stamped, documented, and reported to the relevant liaison once the process is completed.

### 7.1.3. CMC Callout Plan:

CMC Callout Plan is activated based on the decision of the Crisis Director (CD). CMC Callout Plan is executed by the Operations Control Center (OCC) in accordance with the callout methods defined in Section 7.1. The OCC is responsible for initiating the CMC callout plan, monitoring the progress of the call, and ensuring all necessary CMC members are successfully contacted.

CMC Callout Plan is carried out primarily through the InfoCall Automated Notification System. When InfoCall is unavailable, the callout is performed manually by OCC.

When the callout is performed automatically through the InfoCall system, OCC monitors the acknowledgment responses in real time and confirms that all required CMC members have responded in accordance with the alert level and escalation procedures.

The CMC callout process uses a priority-based escalation structure. Each department has a Primary, an Assistant, and a Second Assistant member. If the Primary member does not respond or is unable to report for duty, the call is escalated first to the Deputy and then to the Second Deputy.

When the callout must be performed manually, OCC is required to contact first the Support Team members marked with the letter "S" in the CMC Member List, as well as the Security Liaison. These members have priority due to their critical functions:

- IT Support – activates and prepares all required IT systems and technological infrastructure of the CMC.
- Logistic Support – prepares and sets up the physical CMC facility.
- Security Liaison – ensures security, access control, and protection of the CMC environment.

All CMC members must acknowledge the callout immediately upon receiving it and must be able to report to the designated Crisis Management Center (CMC) located at Corendon Headquarters within 120 minutes, unless otherwise instructed.

After receiving the activation notification, each Liaison Officer is responsible for informing their Assistant and ensuring that all relevant personnel within their department or unit are available, reachable, and prepared for duty. Liaison Officers coordinate internal departmental readiness and ensure continuity of functional responsibilities upon arrival at the CMC.

All callout actions, acknowledgments, and responses must be timestamped, recorded, and documented by OCC. All records are archived by the SMS Liaison in accordance with the Crisis Documentation Procedure and retained for a minimum of five (5) years.

#### **7.1.4. Go Team Callout Plan:**

Go Team Callout Plan is activated based on the decision of the Crisis Director (CD). Go Team Callout Plan is executed by the OCC or the Deputy ERM, depending on the phase in which the Go Team is activated. If the Go Team is activated at the initial stage of the crisis, the callout plan is initiated and managed by OCC in accordance with the callout methods defined in Section 7.1.

Go Team Callout Plan is carried out primarily through the InfoCall Automated Notification System. When InfoCall is unavailable, the callout is performed manually by OCC or Deputy ERM. Go Team callout plan process uses a priority-based escalation structure defined in the callout process, consisting of a Primary, Deputy, and Second Deputy member for each function.

All Go Team members must acknowledge the callout immediately upon receiving it and are required to be ready for deployment within 3–6 hours, including travel readiness, documentation, equipment, and personal preparation. Upon confirmation, all Go Team members must proceed to Corendon Headquarters, 2nd floor meeting room, unless otherwise instructed.

Before members leave their homes, OCC or the Deputy ERM is required to provide all available operational information, including:

- expected deployment location and accessibility,
- weather and environmental conditions,
- field conditions and safety considerations,
- estimated duration of duty,
- travel and accommodation arrangements,
- required equipment and Go Kit status,
- any passport, visa, or security requirements,
- any known risks or restrictions at the deployment area.

All callout actions, acknowledgements, and responses are time-stamped and logged by OCC or Deputy ERM. All records are archived by the SMS Liaison in accordance with the Crisis Documentation Procedure and retained for a minimum of five (5) years.

#### **7.1.5. CSAT Callout Plan:**

CSAT Callout Plan is activated based on the decision of the Crisis Director (CD). This decision, along with the information on whether the automatic callout system (InfoCall) has been initiated, is communicated by the OCC to the Deputy ERM. The CSAT callout process is executed in accordance with the general callout procedures defined in Section 7.1.

CSAT Callout Plan is carried out primarily through the InfoCall Automated Notification System by OCC or Deputy ERM. When InfoCall is unavailable, the callout is performed manually by Deputy ERM.

If the automatic callout is initiated by the OCC, this method takes precedence, and the Deputy ERM is responsible for monitoring and tracking the entire callout process.

There is no priority calling or sequential escalation in the automatic callout method. Instead, activation is based on reaching a predefined number of required members. For the initial activation phase,

the required number of CSAT members is 20. Once 20 members confirm their availability via InfoCall, the callout is considered complete. Following completion, all remaining CSAT members receive an SMS, application notification, or e-mail informing them that the CSAT activation has begun.

If CSAT members receive the callout notification and confirm their availability, those located in Antalya must report to the meeting room on the 2nd floor of Corendon Headquarters. Members located outside Antalya must wait for instructions from the Deputy ERM regarding deployment time and travel arrangements.

Before members depart from their homes, the Deputy ERM is responsible for providing all available operational information. including:

- Deployment location and accessibility
- Weather and environmental conditions
- Field or facility conditions
- Estimated duration of duty
- Transportation and accommodation arrangements
- Assignment scope and responsibilities
- Personal preparation requirements
- Any known risks or sensitive considerations

All callout actions, acknowledgements, and responses are time-stamped and logged by OCC or Deputy ERM. All records are archived by the SMS Liaison in accordance with the Crisis Documentation Procedure and retained for a minimum of five (5) years.

### **7.1.6. Service Center Callout Plan:**

Service Center Callout Plan is activated based on the information provided by the OCC. OCC must inform the Service Center Liaison about the crisis and clearly indicate whether the automatic callout plan for the Service Center has been initiated by the OCC via InfoCall.

Service Center callout process is executed in accordance with the general callout procedures defined in Section 7.1. Service Center Callout Plan is carried out primarily through the InfoCall Automated Notification System, and the automated callout may be initiated either by OCC or by Service Center. When InfoCall is unavailable, the callout is performed manually by Service Center.

If the automatic callout is initiated by the OCC, this method takes precedence, and the Service Center is responsible for monitoring and tracking the entire callout process.

There is no priority calling or sequential escalation in the automatic callout method. Activation is based on reaching a predefined number of required Service Center members. For the initial activation phase, the required number of Service Center members is 17. Once 17 members confirm their availability via InfoCall, the callout is considered complete. Following completion, all remaining Service Center members receive an SMS, application notification, or e-mail informing them that the Service Center activation has begun.

Service Center members who receive the callout notification and confirm their availability must become immediately ready for duty.

All callout actions, acknowledgements, and responses are time-stamped and logged by OCC or Service Center. All records are archived by the SMS Liaison in accordance with the Crisis Documentation Procedure and retained for a minimum of five (5) years.

#### **7.1.7. CDL Callout Plan:**

CDL Callout Plan is activated based on the information provided by OCC and ERM. When a crisis is declared, the OCC informs Deputy ERM about the crisis and clearly indicates whether the automatic callout plan for CDL personnel has been initiated via InfoCall.

CDL callout process is executed in accordance with the general callout procedures defined in Section 7.1. CDL Callout Plan is carried out primarily through the InfoCall Automated Notification System, and the automated callout may be initiated either by the OCC or by SMS Department, depending on operational requirements.

When InfoCall is unavailable, the callout is performed manually by Deputy ERM. If the automatic callout is initiated by OCC, this method takes precedence, and Deputy ERM are required to monitor and track the entire callout process.

There is no priority-based or sequential escalation for CDL callouts. Activation is based on reaching the minimum number of CDL personnel required to initiate documentation and evidence-protection activities.

Upon receiving the callout notification and confirming their availability, CDL members (QLT, FOP, OCC, SMS, FIN, GOP, TRN, CPD, ENG, ACM, CMD, CED, SER) must become immediately ready for duty and begin retrieving, preparing, securing, and uploading all crisis-related documents listed in Appendix-5 (CDL).

All callout actions, acknowledgements, and responses are time-stamped and logged by OCC or Deputy ERM, depending on which party executed the callout. All records are archived by SMS Liaison in accordance with the Crisis Documentation Procedure and retained for a minimum of five (5) years.

### **7.2. State Authorities:**

#### **7.2.1. The Regulatory Authority:**

Ground Ops Liaison is to prepare "Kriz Durumunda Bilgilendirme Formu (KDBF-Appendix 34)" and "Yolcu Listesi (Attachment to KDBF-Appendix-35)" and send to ERM.

ERM passes the report to e-mail address of Turkish DGCA (uodops@shgm.gov.tr) in an hour.

ERM also registers the required information of incident into DGCA Information Management System (<https://otomasyon.shgm.gov.tr/shgm/>).

#### **7.2.2. The Accident Investigation Board:**

ERM registers the required information of incident into the air accidents sections in web page of Accident Investigation Board (<https://ulasimemniyeti.uab.gov.tr/kaza-bildirimi/>) without delay.

### **7.3. Insurance Companies:**

Any accident or occurrence involving a Corendon Airlines aircraft might initially appear small and not warrant notification to, or a claim being lodged with, Insurers. However, until the full extent of the damage is known it is essential to regard any such incident as one which is likely to produce a claim and

therefore it is imperative to immediately notify insurance company any such incident so that all necessary action can be taken. Refer to Appendix-50 for Immediate Report, which shall be sent to insurance company without delay.

In the event of any accident occurring which could give rise to a claim for:

- ✓ Death or bodily injury to any person or
- ✓ Damage to property

Corendon Airlines should advise the insurance company so that all necessary actions can be taken.

In the event of an accident to a Corendon Airlines aircraft involving passenger person directly affected or serious third-party damage, it is necessary for Insurers' appointed representatives to co-ordinate quickly their activities with the members of staff of Corendon Airlines involved and the relevant Government Authorities.

Refer to Claims Handling Procedures Manual for detailed procedures about insurance.

#### **7.4. Local Emergency Response Services:**

Local services -aerodrome authorities, fire fighters, police, ambulance, medical agencies, and etc.- will be called by OCC if it is needed or not activated.

#### **7.5. Next of Kin (NOK) of Victims:**

In order to allow passengers' relatives to obtain information quickly concerning the presence of their relatives on board an aircraft involved in an accident, travellers the opportunity to give the name and contact details of a person to be contacted in the event of an accident. This information only in the event of an accident and shall not be communicated to third parties or used for commercial purposes.

In order to allow NOK to obtain information quickly concerning the presence of their relatives on board an aircraft involved in an accident, the opportunity to give the name and contact details of a person to be contacted in the event of an accident. This information to CAI Ground Ops should an incident/accident occurs.

This information will be used by the Corendon Airlines only in the event of an accident third parties or used for commercial purposes. This information is to be obtained at the time when the passengers make their reservation.

This information until the completion of the last part of the flight itinerary.

In case the passenger refuses to provide the information of the name and telephone number of the contact person in case of emergency, such refusal should be recorded in a written document.

NOKs of passengers will be informed by CC&PR Liaison upon approval of CD. It is important that NOKs are informed frequently. So, communication plan will be disseminated to NOKs also by CC&PR Liaison.

The NOKs of company crew will be informed by HR Liaison upon approval of CD.

Insurance company will be involved in the co-ordination of the information with the NOK.

### 7.6. Turkish Representatives in Foreign Countries:

Turkish representatives in the countries, in which the occurrence happen, will be visited/informed by Go Team members to update them regarding the situation and follow up the transfections regarding the Turkish citizens involved in the occurrence.

### 7.7. Owner of Aircraft:

The Engineering Department is to provide necessary information to the owner of aircraft in scope of aircraft lease agreement, in case of crisis including aircraft.

Insurance companies will require all relevant financial documentation, including all contracts set out in AVN67B, to draft the requisite Hull Release.

### 7.8. Tour Operators:

The Commercial Department is to provide necessary information to the tour operator/s in scope of contracts.

Toll-free phone numbers, which are provided by Kenyon, should be passed by the Service Centre to the tour operators without delay in order to enable the passengers to call crisis teams.

### 7.9. Company Personnel:

HR Liaison is to inform the company employees about the situation in a reasonable time and also reminds principles regarding crisis communication.

Staff will not be allowed to disclose to the media anything other than those authorized for missing or inaccurate information to mislead the public. In such a case, incoming requests must be directed to the CMC.

## 8. ADDITIONAL ASSISTANCE:

### 8.1. Kenyon Emergency Services:

Corendon Airlines has signed a service procurement agreement that is valid from June 2015 with Kenyon International Emergency Services in case of a crisis.

CD has authority and responsibility in respect of whether Kenyon services would be activated or not. In the first phase, it is to be decided whether the services will be activated or not. In the next phase, it is to be decided to scope and depth of these services (number of personnel and composition) and then inform Kenyon accordingly.

It may not be possible to decide all these issues in the beginning of the crisis. In that case, they might be decided by discussing in CMC after informing Kenyon with confirmation of CD.

#### 8.1.1. Kenyon Services:

Kenyon commits giving the services in Table 5.

NO	SERVICE	INCIDENT ACTIVATION INFORMATION	WORK AUTHORIZATION AGREEMENT	CORENDON ACTIVATION AUTHORITY	CORENDON CONTACT AUTHORITY	MANUAL OWNERS
1	Media Call Center Services-MCC	Yes	No	CD	✓ CD ✓ ERM	✓ CMC ✓ SMS
2	Kenyon International Call Center-KICC		No			
3	Disaster Human Services-DHS		Yes			
4	Disaster Recovery Services-DRS		Yes			
5	Crisis Communications Services-CC		Yes			

**Table 5: Kenyon Services**

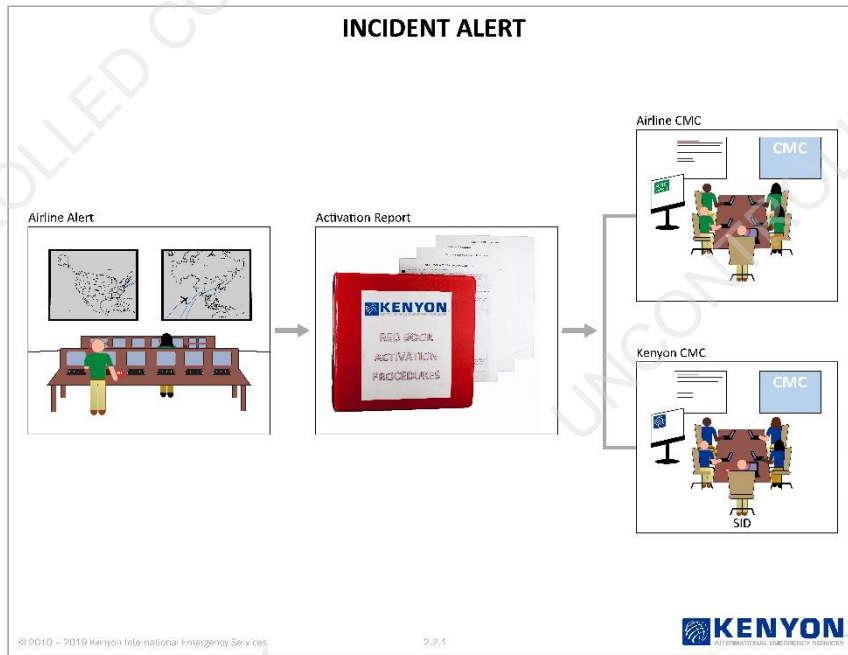
Manuals that contain procedures for activation and operation have been prepared as 2 folders and distributed to CMC and SMS Department. Related manuals should be followed for each service demanded from Kenyon.

Beginning from the crisis, Kenyon will be informed to shorten the reaction time in a possible action for each case. Kenyon will begin its counseling service by investigating the occurrence as soon as the first information is received. Especially for media communication issues, any individual actions should be avoided without taking advice from Kenyon.

#### 8.1.2. Initial Activation Process:

There are Kenyon’s confidential phone numbers, which can be called for 24 hours (CD, ERM) in order to activate the service(s). Upon approval of CD, the first information is given to Kenyon by ERM by phone.

After that ERM fills in “Kenyon Incident Update (Appendix-36)” and sends it to Kenyon. Then ERM fills in “General Incident Activation Information Form (Appendix-37)” and submits it to Kenyon as soon as possible. ERM fills in “Work Authorization Agreement (Appendix-38)”, for services that require work authorization as shown in Table-5 and e-mail and/or fax to Kenyon.



**Figure 13: Alerting Kenyon**

### 8.1.2.1. Kenyon International Call Center (KICC):

The KICC provides several important functions in its response and activation; gathering data from all inbound callers, researching the database and reviewing the captured information, identification of the next of kin for persons directly involved in the incident, placing notification calls to the next of kin confirming their loved one is on the list of persons involved in the incident, and if a Special Assistance Centre is established, KICC coordinates travel for the authorized family members travelling to the Special Assistance Centre.

After the decision to activation the KICC, “Work Authorization Agreement Form” (Appendix-37) will be filled by ERM and send to Kenyon. After that, Kenyon provides free toll number to ERM. This number must be relayed to all our organization locations worldwide and verify that all telephones, outside of the company’s network, can access this toll-free number. This number must be able to supply to any family/friends callers or transfer the calls to the toll free number, so the KICC will be able to gather and provide data.

These numbers will be passed to relevant parties (CC&PR, Customer Care, Tour Operator, CAI Service Center, CAI Central, GOP, and CSAT) by ERM. Relevant parties will share this number to own relevant staff. Refer to Appendix-53: KICC Activation Process for detailed information.

CC&PR shall provide a written copy of all media and press releases to the KICC Director. It is important that the call center be aware of all information released to the public.

It is so important that a confirmed passenger list is providing to KICC Director for planning family member’s travels to the Special Assistance Centre. Passenger information can be attained via sources given below;

- Passenger manifest, ticket, boarding cards,
- CFAC/FAC members (with “Client Family Member Contact Form”- Appendix-53),
- Inbound call information captured in the call center (with “Client Authorization to Call Form”-Appendix-54)

Confirmed passenger information will be filled with required excel format and send to Kenyon by GOP Liaison.

### **8.2. Insurance Companies:**

Insurance companies expect to be informed from the very beginning of the crisis. From the moment of first informing, they will provide counseling to Corendon and send their representatives to relevant places. Refer to 5.3.11 Finance/Insurance Liaison.

### **8.3. Other Corendon Companies:**

#### **8.3.1. Corendon Airlines Europe:**

When Corendon Airlines Europe experiences any crisis, full support will be provided by Corendon Airlines. Refer to Appendix-55 Joint Crisis Responsibility Matrix; the parties are obliged to fulfill their responsibilities stated.

#### **8.3.2. Corendon Dutch Airlines:**

In this regard, Corendon Dutch expected to build and run FFRC, IMC, FAC/CFAC in or near Amsterdam in case of any crisis occurs in mentioned area.

This immediate local reaction is very crucial in the initial stage of crisis. Corendon Dutch staff hand over duties when the Corendon/Kenyon team arrives to the scene.

Details of this support mechanism will be reviewed in bilateral meetings.

#### **8.3.3. Corendon Hotels:**

Dedicated Corendon Hotels are expected to provide support as a FAC/CFAC during crisis. CSAL is to make necessary protocols.

### **8.4. Ground Handling Companies:**

Local ground handling companies are expected to provide support to crisis management. So, making necessary arrangements is under Ground Ops Departments' responsibility in before crisis phase.

### **8.5. PR Agencies:**

Contracted PR agencies will provide support in this regard.

### **8.6. Alliance & Mutual Assistance Agreements:**

#### **8.6.1. Havacılık Acil Durum İşbirliği (HADİ):**

Havacılık Acil Durum İşbirliği (HADİ) Agreement is a multilateral humanitarian assistance framework signed in 2025 by 9 Turkish airlines operators. Corendon Airlines is one of the official founding members of this agreement.

HADİ enables member airlines to provide voluntary humanitarian assistance to one another during large-scale emergencies. The scope of support includes information and guidance for affected passengers and families, psychosocial and basic needs assistance, and, when required, the deployment of specially trained personnel.

All field operations under HADİ are conducted under the operational authority of the airline experiencing the crisis. The Corendon SAT Team is structured to provide support to other signatory airlines when needed. SAT personnel must sign the required Confidentiality Declaration prior to deployment, and all information obtained within the scope of HADİ remains confidential indefinitely.

## 9. DOCUMENTATION:

Documentation activities will be conducted from one hand to ensure security of information. In this regard, this responsibility has been given to the SMS Liaison. This liaison is principal point of contact for crisis documentation. SMS Liaison is to collect and secure all documents regarding crisis. He/she hands over all documents to ERM at the end of the crisis.

Documents, which might be necessary in case of a crisis, are listed in Appendix-5(Crisis Document List-CDL). All these dedicated staff are to prepare these documents and pass them to the CMC SMS Liaison immediately without request.

“CDL Initial” folder in Corendon SMS SharePoint will be used for this purpose. Access to this folder is limited to CMC members and staff listed in CDL (Appendix-5). Liaisons, who do not have access to Corendon SMS SharePoint, may use any possible means (e-mail, data transfer, etc.) to deliver documents.

SMS Liaison is to transfer documents, which are uploaded into “CDL Initial” folder to the; “CDL final” folder to ensure security of documents. Access to this folder is limited to SMS Department.

### 9.1. Correspondence:

All correspondence regarding crisis will be made by ERM and/or within the knowledge of ERM. Records regarding crisis correspondence are to be delivered to SMS Liaison as soon as possible.

### 9.2. Records:

#### 9.2.1. Action Log (Appendix-33):

All CMT members are to fill in “Action Log (Appendix-33)” from beginning until the end of crisis. All important events, actions, decisions, improvements, etc. are to be logged in crisis. These forms are to be delivered SMS Liaison at the end of crisis.

#### 9.2.2. Kriz Durumunda Bilgilendirme Formu (Appendix-34):

Ground Ops Liaison is to prepare “Kriz Durumunda Bilgilendirme Formu” and send to ERM. ERM is to send this form to authority. In absence of ERM or in case of delay he/she is to send this form to e-mail address (uodops@shgm.gov.tr) of Turkish DGCA no later than one (1) hour.

#### 9.2.3. Yolcu Listesi (Appendix-35):

Dedicated Ground Ops Staff is to prepare “Yolcu Listesi” and send to ERM. ERM is to send this form to authority. In absence of ERM or in case of delay he/she is to send this form to e-mail address (uodops@shgm.gov.tr) of Turkish DGCA no later than one (1) hour.

#### 9.2.4. Kenyon Incident Update (Appendix-36):

ERM is to fill this form and send it to the Kenyon.

#### 9.2.5. General Incident Activation Information (Appendix-37):

ERM is to fill this form and send it to the Kenyon after initial assessment in CMC.

#### 9.2.6. Work Authorization Agreement (Appendix-38):

ERM is to fill this form and send it to the Kenyon after approval of CD.

#### 9.2.7. Crew Information Form (Appendix-39):

“Crew Information Form” provides necessary information regarding the crew involved in issue. So related departments (Flight Ops, Cabin Crew, Maintenance, OCC, Ground Ops) are to fill related parts and pass to the SMS Liaison.

### 9.2.8. Aircraft Information Form (Appendix-40):

Technical Department is to prepare "Aircraft Information Form" and pass to the SMS Liaison.

### 9.2.9. Document Control Log (Appendix-41):

Quality Liaison is to fill "Document Control Log (Appendix-41)" to follow the flow of the documents.

### 9.2.10. Equipment/Document Delivery Record (Appendix-42):

"Equipment/Document Delivery Record (Appendix-42)" is to be filled in case of delivery of any document and/or equipment by regarding department/unit/staff. These forms are to be delivered by SMS Liaison.

### 9.2.11. Replacement Roster (Appendix-43):

HR Liaison is to prepare "Replacement Roster" to arrange staffing of crisis centers and inform relevant staff regularly. These forms are to be delivered SMS Liaison at the end of crisis.

### 9.2.12. Handover Record (Appendix-44):

Each liaison, who hand over the position, is to fill in "Handover Record" to inform the next shift about latest situation and ensure continuity of duty functions. These forms are to be delivered SMS Liaison at the end of crisis.

### 9.2.13. Passenger Registration Form (Appendix-45):

FFRC and CSAT members are to prepare and will deliver the task to the ERM.

### 9.2.14. Record of Statement (Appendix-46):

"Record of Statement" is to be filled in by staff, who are on duty when crisis happens. It is the department Chief Officers/Managers' responsibility. These records are to be delivered to the SMS Liaison immediately.

These statements are to be used only in company investigations, and they do not have legal meaning.

### 9.2.15. Post Incident Report (Appendix-47):

"Post Incident Report" is to be filled in by Department/Unit Chief Officers/Managers, who play a role in crisis management. These forms are to be delivered SMS Liaison at the end of crisis.

### 9.2.16. Immediate Report (Appendix-50):

Insurance Liaison is to fill "Immediate Report" and send to insurance company.

### 9.2.17. Update of Documents:

The Documentation Department is responsible for dissemination of current revision of this document to all relevant parties in scope of "Distribution List".

The SMS Department is responsible for following currency of documents, which are disseminated out of distribution list such as CDL Initial folder, USBs, etc.

### 9.3. Security of Documents:

All the departments must ensure the protection of evidence, not only in relation to the aircraft, but all related or potentially relevant documentation/information as per Annex 13.

SMS Liaison must preserve all documentation to avoid any subsequent allegations of spoliation of evidence.

The security of obtained information during crisis management is to be observed by staff who are responsible of "information security" in accordance with "General Data Protection Regulation (GDPR)" in the Company.

## 10. INCIDENT SITE:

### 10.1. Management of Incident Site:

General management of the incident site is under Corendon's responsibility. Kenyon is to provide required assistance to Corendon whenever activated. Principal tasks are;

- ✓ to manage surviving victims,
- ✓ to respond needs of the relatives of victims,
- ✓ to secure the wreckage,
- ✓ to handle of human remains and personal property of the deceased,
- ✓ to preserve of evidence,
- ✓ to provide assistance (as required) to the investigation authorities,
- ✓ to remove and dispose of the wreckage.

### 10.2. Company Representative:

Station Manager (at home base)/Go Team Director (away from home base) serves as Company Representative in incident site. Principal tasks are;

- ✓ to have everything under control in the incident site,
- ✓ to inform CMC about situation,
- ✓ to pass emerging needs in the incident site,
- ✓ to ensure that the wreckage secured,
- ✓ to get in contact with authority incident manager,
- ✓ to be in contact with Kenyon and coordinate all issues,
- ✓ Works in coordination with local governments and relevant Turkish representative offices in the region.

## 11. CRISIS COMMUNICATION and PUBLIC RELATIONS (CC&PR):

### 11.1. Organization:

Organization chart for CC&PR is given Figure-14. This organization shows functions which are to be fulfilled in crisis conditions. All necessary preparations and coordination must be made by all related parties in pre-crisis stage to be able to succeed in CC&PR.

In this context, some of the services essential for CC&PR have been contracted out to Kenyon International and contracted PR Agency

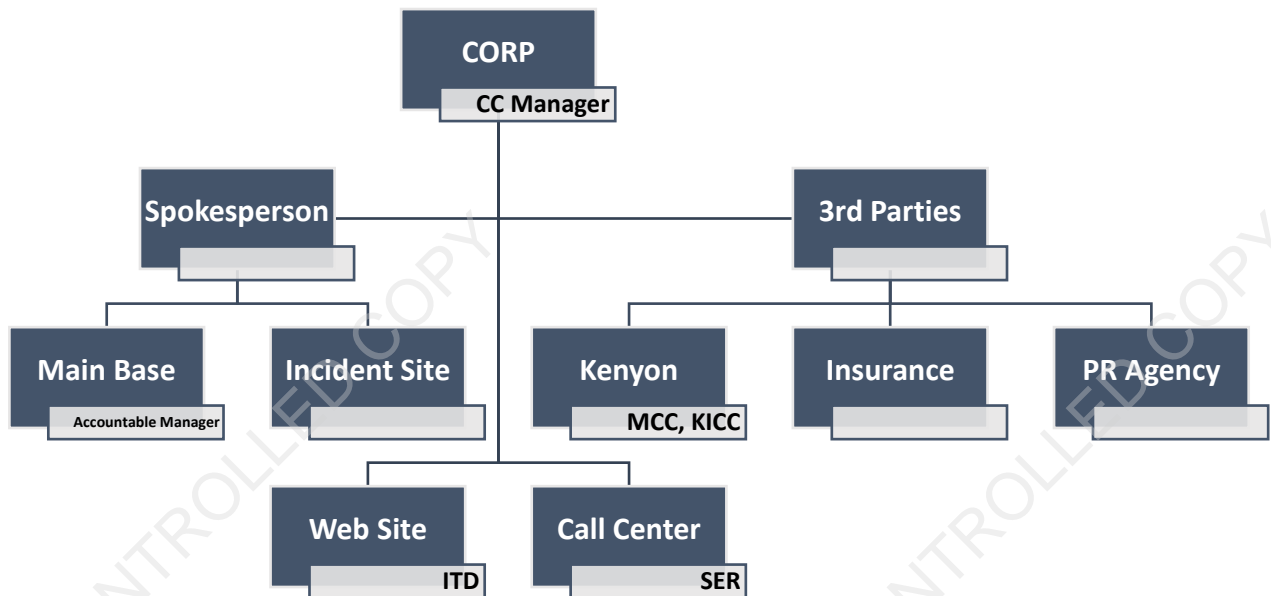


Figure 14: CC&PR Organization

### 11.2. Responsibilities:

Generally, the Corporate Communications Department is responsible for CC&PR. There will be a transition period between the events that led to the crisis and the CMC activation time. In this process, communicating with third parties without the knowledge and approval of the CD should certainly be avoided.

#### 11.2.1. Corporate Communication Manager:

Corporate Communication Manager serves as a CC&PR Liaison. Principal responsibilities are;

- ✓ to make all necessary preparations and arrangements for CC&PR,
- ✓ to prepare communication plan (timing, statements, facilities, etc.)
- ✓ to define PR strategy and make plan,
- ✓ to define clearly services will be provided by other parties (Kenyon and contracted PR Agency),
- ✓ to advise CMC on communication and PR issues,
- ✓ to coordinate and control all services will be provided by Kenyon and contracted PR Agency,
- ✓ to ensure that all necessary announcements are made timely manner,
- ✓ to build a contact between Kenyon and contracted PR Agency.

These preparations and coordination must be done in a shortest while because time of crisis is not known by anybody. Readiness level will be evaluated in real time exercises.

### 11.2.2. Accountable Manager:

Guidance and approval of an Accountable Manager is essential because CC&PR are strategic issues. Therefore, reviewing of preparations and giving necessary guidance and directives are under the Accountable Manager’s responsibility.

### 11.2.3. Spokespersons:

Accountable Manager serves as a Company Spokesperson. Delegation of this function in absence or on approval of him relies on his discretion.

### 11.3. The Timing and Content of the Company’s Statements:

Generic master plan about company statements is given in Table-6. Times are rough and changes in times and content are inevitable according to the nature of crisis.

TIME	ACTION	RESPONSIBLE PERSON	CONTENT
+15'	Acknowledgment of occurrence	CC&PR	Appendix-48
+15'	Social Media Message/s	CC&PR	
+30'	Press Statement	CC&PR	
+45'	Web Dark Site	IT Manager	
+60'	TV Conference/Video Massage	Accountable Manager	
+90'	Press Conference	Accountable Manager	
....	.....		

**Table 6: Company Statement Plan**

Information listed below can be shared with all parties.

- ✓ Number of passengers in the flight in question,
- ✓ Nationalities of the passengers,
- ✓ Age and gender information of the passengers,
- ✓ Type and registration of aircraft,

However, it should be strictly avoided that information listed below shared with any related party;

- ✓ Name of passengers (until the official confirmation of personal identification),
- ✓ Cause of the accident (until the official reports are released),
- ✓ Responsibilities regarding occurrence,
- ✓ Health condition of victims,

### 11.4. Facilities:

#### 11.4.1. Press Room:

The pressroom in Antalya will be situated in Titanic Hotel Kundu or Miracle Hotel Kundu. Making necessary arrangements and protocols with these hotels is under Corporate Communication Departments’ responsibility.

LOCATION	FACILITY	ADDRESS	CONTACT PERSON	CONTACT INFO:
Antalya	Titanic Hotel Kundu	Lara Turizm Merkezi	Özüm Erzaim	+90 530 343 3604 ozum.erzaim@titanic.com.tr
Antalya	Miracle Hotel Kundu	Güzeloba Mah. Yaşar Sobutay Bulvarı No:34 PK:07230 Lara	Rezzan Yağmur	05427701714 +90 242 352 2121-3208 Rezzan.yagmur@miracleotel.com

Table 7: Pressroom Facilities

## 11.5. Services Provided by Third Parties:

### 11.5.1. Kenyon International Emergency Services:

Kenyon offers a full range of services in managing internal and external communications in times of crisis. These services mentioned in CC Manual are:

- ✓ Advice on content and timing of media releases
- ✓ Advice on content, tone, and timing of media briefings
- ✓ Preparation and coaching of on-scene company spokesperson before media briefings or interviews
- ✓ Advice on hiring local PR Agency support, and management of the Agency
- ✓ Arranging translation (where necessary) and distribution of company statements to local and international media representatives at the scene
- ✓ At least daily reviews and analysis of local media coverage, if necessary, with the support of a PR agency and/or translators, and advice on responding to issues raised in the media coverage
- ✓ Liaison with designated communications representatives of other parties and agencies involved at the scene, where possible, to ensure advance warning and consistency in the release of information

### 11.5.2. Insurance Companies:

Contracted Insurance Company can provide assistance and support in this regard. Insurance company should be involved in this process.

### 11.5.3. PR Agency Services:

Contracted PR Agency offers following services.

- ✓ Pre incident:
  - Preparing statements for immediate response to media queries:
  - Preparation of media release templates
  - Preparation and coaching of on-scene company spokespeople for potential media briefings or interviews
- ✓ Ongoing:
  - Arranging translation and distribution of company statements to local and international media representatives at the scene
  - At least daily reviews and analysis of local media coverage and advice on responding to issues raised in the media coverage

#### 11.5.4. Translation Support:

Dedicated personnel are to provide translation support in scope of crisis communication. These staff will be called by CC&PR Liaison according to nature/place of crisis. Refer to Appendix-48: Communication Plan for translator contact information.

#### 11.6. Company Statements:

Refer to Appendix-48 for prepared company statements.

## 12. SPECIAL ASSISTANCE:

This section covers start up support that requires special assistance.

For cases and/or issues not covered in the special assistance section, directives by the CD/ERM shall be implemented.

### 12.1. Corendon Special Assistance Team:

CSAT is a collective term used to include all Corendon Airlines' special assistance members. This team comprises of volunteer company personnel;

- ✓ CMC Special Assistance Liaison (CSAL)
- ✓ CFAC Members assigned at Special Assistance Centers, Crew Family Assistance Centers and/or Family and Friends Reception Centre(s).
- ✓ CSAT Document Officer

The CSAT members are responsible for implementing outlined duties to support the related centers (FFRCs, FACs/CFACs, etc.). CSAT Members are required to cooperate with Kenyon SAT members, as directed by the CSAL, CD or ERM.

### 12.2. Centers for Special Assistance:

Refer to Section-5 (Centers Established for Crisis Management) for detailed information.

### 12.3. General Responsibility:

Corendon Special Assistance Liaison (CSAL) shall commission an adequate number of CSAT members.

The CSAL shall evaluate circumstances after arriving at the CMC and assign FAC Members to each Special Assistant Centre (FAC and CFAC) and if required the Incident Management Centre (IMC).

CSAL shall take necessary precautions for staffing of FAC/CFAC by considering various factors such as crew rosters, language barriers, fatigue, stress, etc. In addition, effective replacements shall be planned for the continuation of duty functions. The need for assigning FAC/CFAC members at centers or the incident site may be decided according to circumstances.

The CSAT Document Officer will be required to be present at the Head Office Cabin Crew Department to assist the CSAL with crisis and cabin crew related documents.

### 12.4. CSAT Organizational Structure:

CSAT organization and chain of command is -given Figure 15- is a temporary structure that will be founded upon need. The constitution and the termination of the organization is under the responsibility of CD.

CSAL is head of special assistance issues in Corendon.

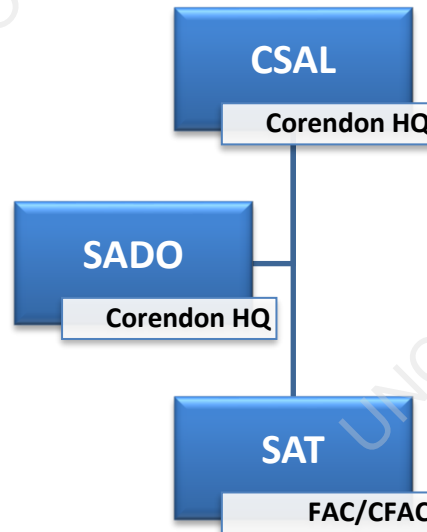


Figure 15: Special Assistance Team Organization Structure

## 12.5. Meeting Point of CSAT:

The meeting point for CSAT members, unless directed otherwise, is the 2nd Floor meeting/training room at Corendon HQ. CSAL may divert members to other locations considering various factors such as incident location, base of crew, current location of crew, travel options, etc.

CSAT members are expected to be present at the meeting point as soon as possible, being ready to travel. Generic Go Team and SAT Kit content list given in Appendix-32 serves as a checklist for assigned staff and departments to check preparation for travel. However, it may be revised according to the nature/place/severity of crisis.

## 12.6. Duties and Responsibilities of CSAT Members:

### 12.6.1. Corendon Special Assistance Liaison (CSAL):

Cabin Crew Manager or Asst. Cabin Crew Manager will be acting as the Special Assistance Liaison at the CMC.

He/she will;

- ✓ be present at the CMC upon being notified of the emergency by the OCC.
- ✓ inform the Cabin Crew department personnel,
- ✓ alert all CSAT members via group e-mail and/or teams (short info declaring emergency type)
- ✓ select CSAT members according to circumstances (language, visa, passport, availability etc.)
- ✓ coordinate and assign initial duties for selected CSAT members by phone, SMS or e-mail, whichever is the most convenient at the time.
- ✓ collect information related to the incident, passengers and crew and brief the CSAT.
- ✓ coordinate with crew planning department for CSAT members to be transported to crisis/incident centers.

- ✓ If applicable, establish coordination with KENYON and provide all information gathered from CSAT reporting/KENYON to CMC

- ✓ coordinate with crew planning department for an effective rostering for CSAT members so that they may be relieved from duties to prevent stress build-up during the support/assistance they are expected to give.
- ✓ provide guidance and support to the cabin crew involved in the emergency if they are reachable.
- ✓ ensure that other ongoing cabin operations are coordinated by Asst. Cabin Crew Manager.
- ✓ if the cabin crew members involved are to be temporarily released from duty, inform the Crew Planning Department so last-minute crew manning problems are avoided.
- ✓ ensure that the CSAT Document Officer has prepared crew documentation to forward to the relevant Authorities and Management upon request.
- ✓ Team members are expected to attend necessary training organised according to ERP requirements.
- ✓ Refer to Appendix-13 for CSAL Action Checklist.

### 12.6.2. CSAT Members:

CSAT Members are selected from Corendon Airlines staff that may be able to provide effective assistance with their knowledge and/or experience. Cabin crew members who are assigned as a CSAT member shall not wear their uniforms during the crisis unless otherwise directed.

The following should be considered when selecting CSAT Members;

- ✓ language skills,
- ✓ social and interactive skills,
- ✓ ability to communicate in a calm and sympathetic nature,
- ✓ previous experience and/or department of graduation e.g., psychology graduates would be a good choice,
- ✓ understanding of the company culture.

CSAT Members must;

- ✓ be willing to be a part of the Corendon Special Assistance Team and to be actively involved with assigned/outlined duties when necessary.
- ✓ be present at Special Assistance Desks established at FAC(s) to greet family, NOKs direct them to family briefing room(s) and/or reception areas.
- ✓ help and provide guidance to NOKs of passengers or of crew members filling in required forms. These forms shall be safeguarded until Kenyon arrives at the crisis center.
- ✓ monitor the circumstances at Special Assistance Desks, reception areas and family briefing rooms and notify the CSAL if improvements of locations are necessary.
- ✓ provide the CSAL with information and updates at regular intervals regarding the latest developments and circumstances.
- ✓ if required, ask the CSAL for spending authority.
- ✓ retain any sort of correspondence papers and invoices for every action taken.
- ✓ ask to be relieved from duties if coping with conditions/circumstances become too stressed, exhausting or any other case that makes it difficult to cope with or handle assigned duties.
- ✓ if required, a thorough shift change briefing shall be performed when handing over duties to other FAC members.

- ✓ Coordinate briefing with Kenyon when they arrive.

### 12.6.3. Special Assistance Document Officer (SADO):

The Special Assistance Document Officers are selected by the Cabin Crew Manager.

He/she shall;

- ✓ be expected to arrive at the Cabin Crew Department upon being notified of the emergency.
- ✓ be familiar with cabin crew related training documents and files so that the required documentation may be prepared upon authority demands.

### 12.7. SA Document:

CSAT Members are required to be familiar with all related documents. The CSAL and CSAT are responsible for preparing the kits and ensuring that they are kept in good condition and contain current forms and etc.

All current SA forms and related documentation used by CSAT Members may be found in "CDL Initial" folder in Corendon SMS SharePoint, Corendon Digital Library and in USBs, which are present in Go Team / CSAT kits.

## 12.8. Implementation of Special Assistance Process:

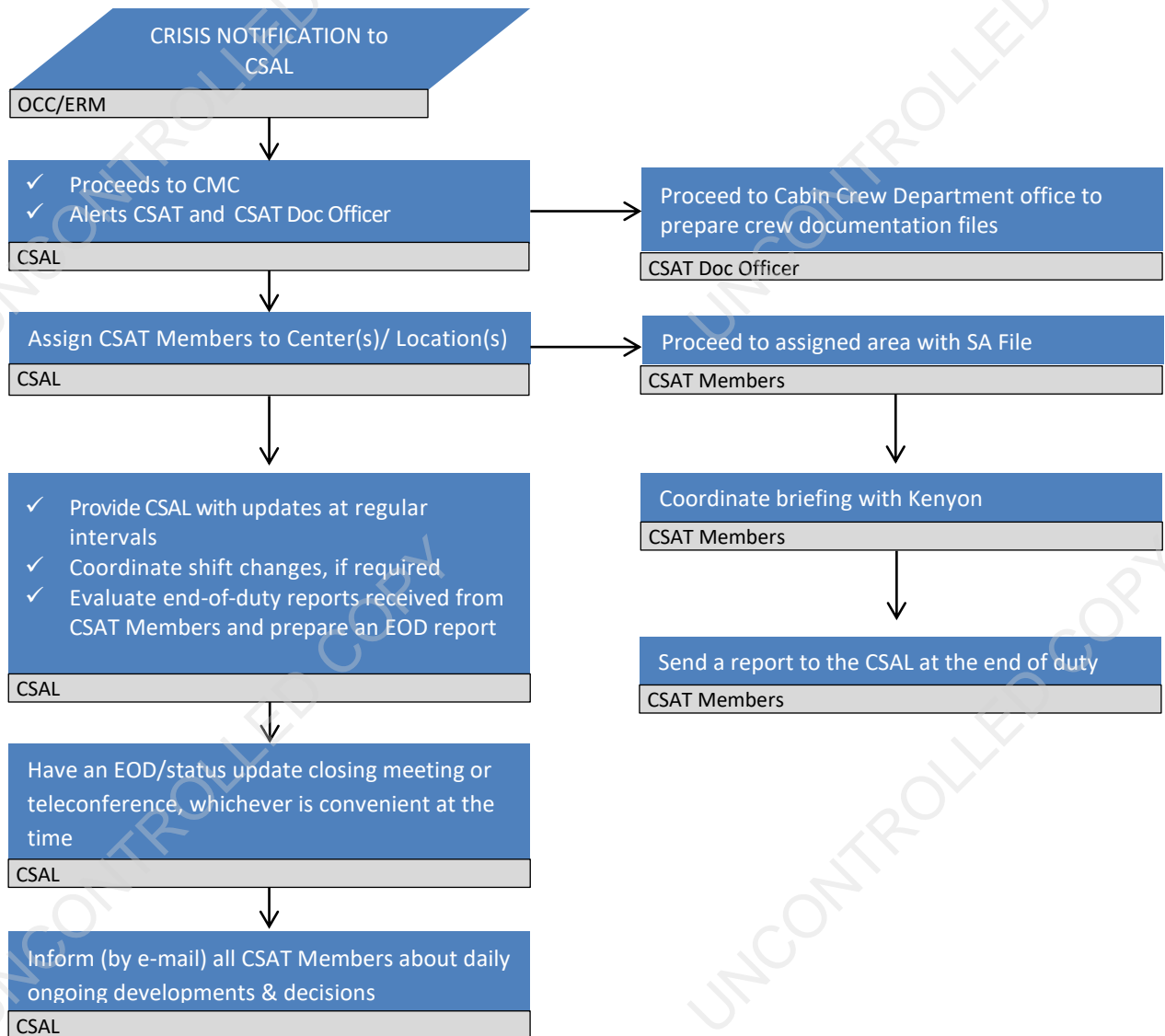


Figure 16: Special Assistance Action Flow

## 12.9. CSAT Meetings:

When deemed necessary, CSAL will hold meetings with CSAT Members to discuss duties, responsibilities, and scenarios. Meetings may be held via zoom or information may be shared via e-mail messages or SERA. Meetings are required to be recorded in SERA.

## 12.10. Transportation/Accommodation of CSAT Members:

Transport and if required accommodation will be coordinated by the CSAL and Crew Planning Department or as directed by the CD.

## 12.11. Special Assistance Service Period:

Kenyon SAT members will be expected to arrive at centres/locations at the soonest convenience. CSAT members will be responsible until they arrive and for coordinating with Kenyon until their line of duty is ended by the CMC. In respect of the payment of any Advance Payments to NOK's.

### 13. INVESTIGATION and REVIEW:

#### 13.1. In-house Investigation:

Corendon Investigation Team (CIT) will be activated by ERM on approval of Accountable Manager to investigate the event, which cause the crisis. Refer to Appendix-29 for Corendon Investigation Team (CIT). In-house investigation will be carried out according to procedures defined in Safety Management Manual (SMM) Chapter 3.2.

CIT will initiate the investigation process while crisis management continues. It is very important to collect information and documents in the first stage and to ensure their security. At the same time, CIT will be responsible for providing the necessary support to the investigation authority. The internal investigation process should in no way harm the official investigation process.

The result of the work done will be published to all interested parties as an investigation report.

#### 13.2. Post-Occurrence Organization and Review:

With the end of the crisis, the post-occurrence organization will be resumed, and studies will be carried out. The group of people to be assigned based on the crisis content will prepare the Post Incident Report. This group will work with ERM leadership.

It is expected that all members of CMT fill in "Post Incidents Report (Appendix-47)" and pass it to SMS and/or Quality Liaison during crisis and to SMS Department after returning to normal. Post-occurrence organization consolidates and processes this feedback and create a document on which the CMC/SRB can discuss and pull lessons learned.

Deficiencies, faults, lacks should be converted to an action plan by CMC/SRB and all assignments should be done accordingly on a department/unit basis.

ERM is to follow this action plan and give a report to CMC/SRB regularly.

#### 13.3. Rescue of Aircraft:

In the case of removal of aircraft wreckage, Corendon "Uçak Kurtarma Prosesi-Aircraft Rescue Process" will be enforced. This process has been issued at Corendon Airlines Digital Library. The technical department will be primarily responsible for the implementation of this process. Regular reporting to the CMC / SRB is required throughout the process.

#### 14. ERP PROMOTION:

##### 14.1. ERP Training:

###### 14.1.1. Responsibilities:

The SMS Department is responsible to provide necessary trainings to the CMT members.

In this regard, in-company training is mandatory to all CMT members. This training will be given by authorized trainers from the SMS Department. ERP review meetings will also be accepted as ERP recurrent training.

###### 14.1.2. Syllabus:

Refer to Appendix-49 for detailed syllabus, periods, and durations.

##### 14.2. ERP Review Meetings:

It will be held at least once a year. Accountable Manager/Assistant General Manager chairs these meetings and the SMS Department serves as secretary.

Main subjects of these meetings are;

- ✓ to review ERP,
- ✓ to define deficiencies, lacking and outdated points,
- ✓ to evaluate current capability,
- ✓ to evaluate staffing,
- ✓ to review coordination procedures with third parties (Kenyon, PR Agency/ies, Ground Handlers, etc.)

This agenda can be set according to the needs of the present time. Emerging amendment needs will be processed and inserted into ERP by the SMS Department.

The SMS Department is coordinating authority for all arrangements and preparations for these meetings.

Primary liaisons of CMC shall take part in ERP meetings. In absence of him/her, secondary liaison shall deputize his/her position.

Each liaison is to pass information, which is shared in review meetings, with all related staff his/her own department/unit. In addition, meetings minutes will be shared with all stakeholders via "Meetings" module of SERA. Each stakeholder is to review meeting minute and to take necessary action/s.

### 15. EXERCISE:

#### 15.1. Objectives:

Objectives of ERP exercises are;

- ✓ As of ERP;
  - to test functionality of ERP,
  - to identify problem areas,
  - to correct and improve the plan.
- ✓ As of Personnel;
  - to control the mastery of the duties and responsibilities of the plan,
  - to measure sensitivities and awareness of emergency situations,
  - to determine the time and suitability of the reactions to be undertaken,
  - to shorten the time of the reaction by completing the lack of training of the staff.
- ✓ As of CMC;
  - to evaluate its infrastructure and functionality,
  - to test command-control and communication systems,
  - to take necessary action for being able to operate without interruption in a real situation.

#### 15.2. Responsibilities:

All participants are expected to comply with instructions given in this chapter to ensure safe execution of exercise. And each role player shall react to the injected events as if it is real and try to show real time performance.

ERP should be reviewed in detail by all CMT members for a successful execution of exercise. Each liaison shall make the required preparation for crisis according to ERP and demonstrate in exercise.

The SMS Department is responsible to plan and execute in-house ERP exercises and to coordinate outsourced exercises.

The liaison of SMS Department takes part in exercises, which are held by third parties like DHMI, FRAPORT TAV, etc.

#### 15.3. Period and Method:

At least one ERP exercise will be held in a year bearing in mind that a well-planned and conducted exercise is a payoff for the investment in training.

Type and scope (top table, full scale, etc.) of each exercise will be decided by ERM in consultation with CD. Exercises can be conducted with or without notice.

Staff support may be required from other departments, especially from Quality Department for controlling and observing the exercise practices.

#### 15.4. Communication:

An "EXERCISE EXERCISE EXERCISE" ("TATBİKAT TATBİKAT TATBİKAT" for Turkish communication)" expression should be added to the beginning and end of each message (phone call, SMS, e-mail, etc.) as shown in the following example.

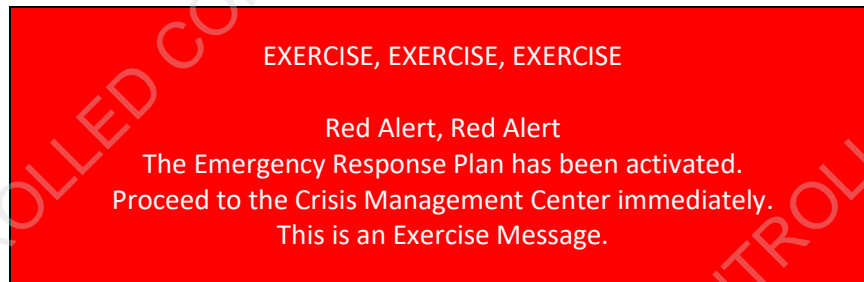


Figure 17: Communication Example for Exercise

#### 15.5. Time Setting:

All staff will set the clock according to the Corendon server. All times are Coordinated Universal Time (UTC) unless otherwise specified.

#### 15.6. Execution:

Safety and security will be the priority in all activities to be carried out during exercises. Exercise may be suspended for a certain period or canceled by ERM/CMC if ongoing operation is endangered.

The start, stop and end announcements of the exercise shall be made by the ERM. The exercise will be managed centrally by CMC. Nothing that is not coordinated with CMC will be put into practice. Having effective communication with the representatives of the departments is important for the effectiveness of the exercise.

All staff taking part in the exercise are to show reaction as if it is real time. All preparations (including preparations for travel) will be controlled by auditors.

#### 15.7. Records:

All reports, forms, tables defined in this ERP are to be used by relevant staff as if the situation is real. And all these documents are to be passed to the SMS Liaison for assessment.

It is expected that every role player in the exercise give feedback to ERM by filling "Post Incident Report (Appendix-47) at the end of the exercise.

#### 15.8. Post-Exercise Organization and Review:

At the end of the exercise, the post-exercise organization will be resumed, and studies will be carried out. The group of people to be assigned based on the exercise content will prepare the Exercise Report. This group will work with ERM leadership.

It is expected that all members of CMT fill in "Post Incidents Report (Appendix-47)" and pass it to SMS and/or Quality Liaison during exercise and to SMS Department after returning to normal. Post-occurrence organization consolidates and processes this feedback and creates a document on which the CMC/SRB can discuss and pull lessons learned.

Deficiencies, faults, lacks should be converted to an action plan by CMC/SRB and all assignments should be done accordingly on a department/unit basis.

ERM is to follow this action plan and give a report to CMC/SRB regularly.

## 16. APPENDICES:

### APPENDIX-1: CMC MEMBERS

PERSONNEL	TITLE	ROLE	MEMBER		PHONE			
			Pri	Sec	EXT**	GSM	VPN	
<b>CMC</b>					<b>1062</b>			
1	Yıldıray Karaer	Accountable Manager	Crisis Director (CD)	*		1111	-	3000
2	S. Selçuk Çakmaklı	Senior SMS Manager	ERM & SMS	*		1084	549 412 0084	2084
3	Aydın Aksakal	SMS Specialist	Deputy ERM & SMS		*	1083	549 804 7160	
4	Fatma Dönmez	Senior SMS Specialist	Kenyon POC/ SMS		*	1411	549 827 1416	
5	Kadir Serbüilent Ercan	Senior FDM Engineer	SMS/Communication		*	1441	533 370 3012	
6	Mustafa Küçükakarsu	Senior Data Scientist	SMS/Log Keeper		*	1427	506 778 5179	
7	Buğra Berkay Elitok	FDM Engineer	SMS/ Documentation		*	1498	554 005 8271	
8	Beyzanur K. Aydın	SMS-CAMO Specialist	SMS/Log Keeper		*	1630	553 124 6446	
9	Aslı Tekin	Senior Service Center Manager	Service Center	*		-	533 236 2171	
10	H. Berkay Yılmaz	Service Center Team Leader	Deputy Service Center		*	-	539 219 2409	
11	Gülsüm Serbes	Service Center Training Specialist	Deputy Service Center		*	-	506 371 5191	
12	Cemil Özbek	IT Operations Team Leader	IT Support	S*		1015	545 831 8951	2001
13	Mehmet Oko	IT Specialist	Dep. IT Support		S*	1015	507 949 4060	
14	Onur Aslantaş	IT Officer	Dep. IT Support		S*	1015	549 804 7156	
15	Kadircan Ay	Admin and Purch. Manager	Logistic Support	S*		1051	549 412 0017	2037
16	Arif Dikmen	Senior Admin. and Purc. Specialist	Dep. Logistic Support		S*	1073	549 412 0071	2071
17	Gökhan Yetim	Administrative Affairs Specialist	Dep. Logistic Support		S*	1645	549 804 2830	
18	S. Yunus Halep	Senior AvSec Manager	Security	*		1216	549 794 6838	1151
19	Buse Arslan	AvSec Specialist	Deputy AvSec		*	1258	549 804 2790	
20	Esra Yaşar	AvSec Specialist	Deputy AvSec		*		554 496 4417	
21	Erhan Bayram	Chief Flight Ops Officer (SFE)	Flight Ops	+		1027	549 412 0014	2014
22	M. Afşin Yelok	FOP Manager	Deputy Flight Ops		+	1094	549 804 2958	
23	H. Kaan Bezircioğlu	Captain	Deputy Flight Ops		+		507 994 4057	
24	Emre Ulutürk	CC Manager	Cabin Crew	+		1031	549 412 0007	1031
25	Selda Fırat	Asst.Cabin Crew Manager (Cabin Ops)	Deputy Cabin Crew		+	1407	549 412 0051	2051
26	Varol Er	Senior CC Performance Specialist	Deputy Cabin Crew		+		549 791 0386	
27	Rıdvan Helvacı	Chief Technical Officer	Technical	+		1230	549 412 0029	2029
28	Arif Uysal	Senior Engineering Manager	Dep Technical		+	1236	532 601 9186	2909
29	Serhat İbrahim Kırkar	Engineering Manager	Dep Technical		+		549 800 6458	
30	Serkan Gülhan	Maintenance Manager	Maintenance	+		1203	549 412 0012	
31	Hasan Karabacak	Asst. Maintenance Manager	Dep. Maintenance		+	1250	549 412 0063	
32	Atılay Batu	Chief Operating Officer	Ground Ops	+		1200	549 412 0090	2090
33	Elif Gümüş	GOP Manager	Dep. Ground Ops		+	1243	549 412 0013	2011
34	Rasim Özagaç	Senior GOP Supervisor	Dep. Ground Ops		+		541 725 9286	
35	Necip Güleç	Senior Crew Planning Manager	Crew Planning	+		1052	549 412 0060	2060
36	Gürkan Erdoğan	Asst. Crew Planning Manager	Dep. Crew Planning		+	1087	549 806 4980	
37	Sinan Cankara	Crew Planning Specialist	Dep. Crew Planning		+		541 367 9725	
38	Berna Oskay	Chief HR Officer	HR	+		1012	549 412 0023	2023
39	Seda Berktaş	Asst. HR Manager	Deputy HR		+	1053	555 566 4683	
40	Tanja Güler	HR Manager	Deputy HR		+		532 172 2702	
41	Engin Çelikutuş	Chief IT Officer	IT & Web	+		1038	530 069 0388	
42	İbrahim Kitiş	IT Infrastructure and Operations Manager	Dep. IT & Web		+		549 804 2800	
43	Sefer Olcay Güney	Senior IT Project Analyst	Dep. IT & Web		+		549 783 2904	
44	Pınar Pehlivan	Senior Corp.Comm. and Marketing Man.	CC & PR	+		1018	532 681 2371	
45	Derya Ertemiz	Senior Corp. Comm. and Turquality Specialist	Dep. CC & PR		+		549 791 0388	2077
46	Süreyya Müzeyyen Temel	Social Media Supervisor	Dep. CC & PR		+		555 330 1818	
47	Emre Kök	Chief Compliance Monitoring Officer	Regulation & Doc.	+		1011	549 412 0033	2033
48	Alper Ünal	Senior Quality Manager	Dep. Regulation & Doc.		+	1004	549 412 0099	2099
49	Merve Tural	Senior Quality Specialist	Dep. Regulation & Doc.		+		544 917 1046	
50	İsmail Erkan Erbay	Chief Financial Officer	Finance	+		1009	543 330 2594	3001
51	Doğuş Erdoğan	Head of Finance	Dep. Finance/Insurance		+	1088	549 412 0091	
52	Günay Kır	Head of Accounting	Dep. Finance/Insurance		+		549 791 0365	

53	Can Bulman	Senior Euro Contract Manager	Insurance	+			+31 612 192 030	
54	M. Umut Okutan	Senior Charter Sales Manager	Commerce	+		1034	549 412 0043	2043
55	Ceren Küçükçetin	Asst. Network Planning and Scheduling Manager	Commerce	+		1414	549 804 2832	
56	Onur Ürküt	Slot and Scheduling Specialist	Dep. Commerce		+		541 202 5579	
57	Ayşegül Çayır	Slot and Scheduling Specialist	Dep. Commerce		+		544 519 2770	
58	Selin Özkan	Legal Counsel	Legal	+		1049	533 039 5675	
59	Banu Bozkurt	Senior Legal Counsel	Legal		+		533 655 0857	
60	Arzum Kezer	Senior Complaints Management Manager	Customer Care	+		1070	532 595 8706	
61	Filiz Dağdeviren	Complaints Management Supervisor	Dep. Customer Care		+	1244	555 314 6363	
62	Cüneyt Yıldırım	Complaints Management Specialist	Dep. Customer Care		+		533 697 4704	

**REMARKS:**

\* Support team members, security liaison and service center team will be called in prior to other staff while execution of Callout Plan.

\*\* Corendon Central: +90 242 310 9000

\*\*\* E-mail: cmc@corendon-airlines.com

Pri: Primary    Sec: Secondary    S: Support

## APPENDIX-2: GO TEAM MEMBERS

PERSONNEL	TITLE	ROLE	MEMBER		PHONE		E-Mail	
			Pri	Sec	EXT*	GSM		
<b>GO TEAM</b>								
							goteam@corendon-airlines.com	
1	Serdar Yavuzarslan	Captain Pilot	Flight Ops Liaison	+			+90 542 316 0656	Syavuzarslan@corendon-airlines.com
2	Zekai Göl	Captain Pilot	Flight Ops Liaison		+		+90 536 738 8610	zgol@corendon-airlines.com
3	Hacı Osman Satıcı	Senior Flight Operations Specialist	Flight Ops Liaison		+		+90 545 232 5263	osatici@corendon-airlines.com
4	İlyas Özder	Senior Aircraft Systems Engineer	Technical Liaison	+		1234	+90 538 935 2932	iozder@corendon-airlines.com
5	İsa Hakyemez	Flight Operations Engineer	Technical Liaison		+	1239	+90 539 420 4132	ihakyemez@corendonairlines.com
6	Taner Yıldız	Asst. Tech. Ops. Manager	Technical Liaison		+	1233	+90 536 202 4756	tyildiz@corendon-airlines.com
7	Oğuz Altunkeyik	Ground Ops Manager	Ground Ops Liaison	+		1203	+90 506 209 3873	oaltunkeyik@corendon-airlines.com
8	Serdar Candal	Ground Ops Manager	Ground Ops Liaison		+	1275	+90 553 617 2491	scandal@corendon-airlines.com
9	Emre Yakar	Ground Operations Shift Leader	Ground Ops Liaison		+		+90 549 804 2963	eyakar@corendon-airlines.com
10	Murat Demirkol	Maintenance	Technical Liaison	+			+49 176 2312 0490	mdemirkol@corendon-airlines.com
11	Fatih Özen	Maintenance	Technical Liaison		+		+49 176 7022 3188	fozen@corendon-airlines.com
12	Ömer Ayan	Maintenance	Technical Liaison		+		+49 177 396 0574	omerayan@corendon-airlines.com
13	Murat Uludağ	MCC Member	Technical Liaison	+		1249	+90 532 546 9035	muludag@corendon-airlines.com
14	Serdar Sezgin	MCC Member	Technical Liaison		+	1249	+90 506 615 9768	ssezgin@corendon-airlines.com
15	Yusuf Bölükbaş	MCC Member	Technical Liaison		+	1249	+90 533 549 7791	ybolukbas@corendon-airlines.com

\* Corendon Central: +90 242 310 9000

## APPENDIX-3: CSAT MEMBERS

PERSONNEL	TITLE	PHONE	CSAT Leader	CORENDON				E-Mail
				Airlines	Europe	Hotels	Tour	
<b>CSAT MEMBERS</b>								csat@corendon-airlines.com
1	Ali Özkan	FOP Specialist	+90 533 614 6533	+	+			aliozkan@corendonairlines.com
2	Aslı Çankaya	Senior Ground Operations Supervisor	+90 546 748 6893		+			acankaya@corendon-airlines.com
3	Aydın Aksakal	SMS Specialist	+90 549 804 7160	+	+			aydinaksakal@corendonairlines.com
4	Bayrambay Rejepov	Finance Specialist	+90 546 920 4313		+			brejepov@corendon-airlines.com
5	Beyzanur Kader Aydın	SMS CAMO Specialist	+90 553 124 6446	+	+			bkaydin@corendonairlines.com
6	Burak Akıncı	Cabin Crew Member	+90 539 326 2939		+			bakinci@corendon-airlines.com
7	Cem Danyıldız	Senior Cabin Crew Member	+90 535 661 8948		+			cdanyildiz@corendon-airlines.com
8	Cengiz Karabacak	Senior GOP Supervisor	+90 542 739 5803		+			ckarabacak@corendon-airlines.com
9	Cenk Ülker	Cabin Crew Member	+90 506 139 9579		+			culker@corendonairlines.com
10	Cennet Süral	Senior Cabin Crew Member	+90 531 220 4148		+			cayyildiz@corendon-airlines.com
11	Ceren Büyük	GOP Supervisor	+90 545 901 3190		+			cbuyuk@corendon-airlines.com
12	Dennis Hansel	Senior Cabin Crew Member	+90 539 377 9508		+			dhansel@corendon-airlines.com
13	Ebru Yılmaz	Senior Cabin Crew Member	+90 506 280 3061		+			eyilmaz@corendon-airlines.com
14	Emine Sarı	Flight Optimization Specialist	+90 531 354 9866		+			eminesari@corendon-airlines.com
15	Engin Bakankuş	GOP Shift Leader	+90 507 849 8987		+			ebakankus@corendon-airlines.com
16	Esmâ İnan	Senior Cabin Crew Member	+90 543 669 2515		+			einan@corendon-airlines.com
17	Fatma Dönmez	Senior SMS Specialist	+90 549 827 1416	+	+			fmetin@corendonairlines.com
18	Gözde Kaya	Senior Cabin Crew Member	+90 542270 2410	+	+			gkaya@corendon-airlines.com
19	Hakan Aydın	Senior Cabin Crew Member	+90 541 868 6048	+	+			haydin@corendon-airlines.com
20	Hülya Kaya	Senior HR Training Specialist	+90 545 687 4820	+	+			hkaya@corendon-airlines.com
21	Kahraman Koçak	Revenue Management Specialist	+90 554 229 1800		+			kkocak@corendon-airlines.com
22	Kemal Topçu	TPL Supervisor	+90 533 631 3848		+			ktopcu@corendon-airlines.com
23	Kübra AKINCI	Cabin Crew Member	+90 507 569 4951		+			kucar@corendon-airlines.com
24	Manolya Aydın Başaran	Cabin Training Chief	+90 549 412 0079	+	+			mbasaran@corendon-airlines.com
25	Mehmet Ali Bilir	Accounting Manager	+90 544 699 8197	+	+			mbilir@corendon-airlines.com
26	Muhammet Gedik	Senior Ground Operations Supervisor	+90 535 205 1728		+			mgedik@corendon-airlines.com
27	Neslişah Kütük	Senior Cabin Standardisation Specialist	+90 549 838 9826	+	+			ndurur@corendon-airlines.com

28	Parisa Golzarian	Asst. Pricing Manager	+90 505 606 6128		+				pgolzarian@corendon-airlines.com
29	Pelin Şenkal	Cabin SMS and Quality Specialist	+90 546 246 0243	+	+				pparmaksizoglu@corendon-airlines.com
30	Saitcan Sayar	Senior Cabin Crew Member	+90 531 718 1668		+				ssayar@corendon-airlines.com
31	Sinan Sümeli	Senior Cabin Crew Member	+90 552 922 2495		+				ssumeli@corendon-airlines.com
32	Süha Gacar	Senior Quality Specialist	+90 549 412 0011		+				sgacar@corendon-airlines.com
33	Şehrazat Günaydın	Cabin Crew Member	+90 534 822 3139		+				sgunaydin@corendon-airlines.com
34	Volkan Aksoy	Senior Cabin Crew Member	+90 506 572 0916	+	+				vaksoy@corendon-airlines.com
35	Zalina Elban	Senior Cabin Crew Member	+90 553 468 1060	+	+				zelban@corendon-airlines.com
36	Varol Er	Senior Cabin Crew Performance Specialist	+90 549 791 0386		+				ver@corendon-airlines.com
37	Chrysanthi Giakoumaki	Senior Cabin Crew Member	+30 695 907 6638			+			cgiakoumaki@corendonairlines.com
38	Emre Çakır	Senior Cabin Crew Member	+90 553 641 1869			+			ecakir@corendonairlines.com
39	Gemma Louise Hurford	CXI Cabin Training Chief	+44 754 320 3247	+		+			ghurford@corendonairlines.com
40	Günter Schacherl	Senior Cabin Crew Member	+49 175 304 6000			+			gschacherl@corendonairlines.com
41	Laura Carp	Senior Cabin Crew Member	+40 752 467 974	+		+			lcarp@corendonairlines.com
42	Mark Veld	Senior Cabin Crew Member	+31 648 763 951			+			mveld@corendonairlines.com
43	Meral Alici	CXI Cabin Crew Manager	+90 541 541 8683	+		+			malici@corendonairlines.com
44	Noelia Solleiro Bermudez	Senior Cabin Crew Member	+34 658 15 3617			+			nbermudez@corendonairlines.com
45	Pawel Wladyslaw Wolniak	Senior Cabin Crew Member	+34 630 14 0293			+			pwwolniak@corendonairlines.com
46	Raymundo Nonato De Freitas Junior	Senior Cabin Crew Member	+49 155 664 67276			+			rfreitas@corendonairlines.com
47	Yamina Mehtougui	Senior Cabin Crew Member	+33 076 852 1938			+			ymehtougui@corendonairlines.com
48	Elena Kiltaş	Chief Guest Rel. Officer	+90 507 197 7770				+		grlara@corendonhotels.com.tr
49	Evgeniya Okcu	Guest Rel. Manager	+90 549 656 8070				+		evgeniyaokcu@corendonhotels.com.tr
50	Ferdi Yazar	Front Office Manager	+90 549 656 8004				+		ferdiyazar@corendonhotels.com.tr
51	Melek Işıl Ayçiçekka	Receptionist	+90 543 490 8865				+		isilaycicekka@hotmail.com
52	Şükrü Çataloğlu	Front Office Manager	+90 537 620 1501				+		sukrucataloglu@corendonhotels.com.tr
53	Tayfun Gökçe	Asst. Front Office Manager	+90 549 796 0371				+		tayfungokce@corendonhotels.com.tr
54	Erkan Tamtürk	Tour Operation	+90 542 209 8016					+	eerkan55@hotmail.com
55	Murat Kaplan	Operation Supervisor	+90 544 663 1541	+				+	muratkaplan@corendon.com.tr
56	Serkan Özçelik	Flight Coordinator	+90 507 010 8600					+	serkanozcelik@corendon.com.tr
57	Süleyman Aytekin	Rent a Car Operation Supervisor	+90 544 586 8119					+	suleyman.aytekin@corendon.nl
58	Tolga Cem Erol	Tour Operation	+90 544 586 8288	+				+	tolgaerol@corendon.com.tr

## APPENDIX-4: EMERGENCY CONTACT LIST

AGENT	TELEPHONE		
	INTERNAL	LAND LINE	MOBILE
<b>TURKIYE</b>			
Fire Department, Ambulance, Police,Gendarmerie,Coast Guard			112
<b>TURKISH DGCA</b>			
Call Center		+90 312 203 6000	
Crisis Center		+90 312 203 6014	
AYT Representative		+90 242 315 3916	
<b>TSIC (UEİM)</b>			
IST Representative		+90 212 465 0115	
<b>AIB (UAB)</b>			
Air Accidents		+90 312 203 1431	hava.ulasimemniyeti@uab.gov.tr
<b>ANTALYA</b>			
Police Department	<b>Çallı</b>	+90 242 345 4100	
	<b>Uncalı</b>	+90 242 227 9600	
Municipality		+90 242 249 5000	
Department of Customs	2376	+90 242 330 3030	
Department of Health		+90 242 320 6000	
Enviromental Agencies		+90 242 237 0010	
Blood Bank of Red Cross		+90 242 241 5160	
Public Hospital		+90 242 345 4550	
Akdeniz University Hospital		+90 242 249 6969	
Anatolian Hospital		+90 242 249 3300	
An-Deva Hospital		+90 242 322 6060	
Lara Hospital		+90 242 349 4040	
Medical Park Antalya Hospital		+90 242 314 3434	
<b>CORENDON AIRLINES</b>			
Crisis Management Center(CMC)	1062	+90 242 310 9000	
Operation Control Center(OCC)	1225	+90 242 330 3290	
Emergency Response Manager(ERM)	1084	+90 242 310 9000	
Security Manager	1217	+90 242 310 9000	
Ground Operation	1200	+90 242 330 3436	
<b>AIRPORT (DHMI)</b>			
Manager On Duty	2320, 2370	+90 242 330 3030	
Fire	2333, 3333	+90 242 330 3030	
Police	1111	+90 242 330 3030	
Health Care	5555	+90 242 330 3030	
<b>FRAPORT TAV</b>			
Call Center		444 9 298	
Manager On Duty	1105, 1106		
<b>İZMİR</b>			
Ground Ops Supervisor		+90 555 310 9498	
<b>INSURANCE</b>			
İlkay KALKAN		+90 216 656 6806	
Steve WILKINSON		+44 20 7528 4756	
Heidi CHAMPION		+44 20 7466 1336	
Rob IRELAND		+44 20 7876 4228	
<b>NETHERLANDS</b>			
Fire, Ambulance, Police, Gendarmerie		112	
<b>CORENDON DUTCH AIRLINES</b>			

Customer Service Officer (CSO)	+31 62 94 33 909		
Emergency Response Manager (ERM)	+31 64 29 76 059		
Security Manager	+31 65 20 36 294		
Ground Operation	+31 65 20 36 294		
<b>AMS SCHIPHOL AIRPORT</b>			
Call Center	+31 20 794 08 00		
Fire	+31 20 601 22 22		
Ambulance	+31 20 601 22 22		
Police	+31 20 603 81 11		
Health Care	+31 20 649 25 66		
<b>CORENDON AIRLINES EUROPE</b>			
Customer Service Officer (CSO)	+90 242 310 9000		
Emergency Response Manager (ERM)	+31 61 21 92 030		
Security Manager	+35 62 16 96 126		
Ground Operation	+31 61 21 92 030		
<b>BELGIUM</b>			
Fire, Ambulance		112	
Police		101	
<b>BRUSSELS</b>			
Bilal KÖSE	+32 2 7534 015	+32 472 213 171	
<b>BRUSSELS AIRPORT</b>			
In building	+32 2 7533333		
Airside	+32 2 7534020		
Airport inspection safety	+32 2 753 6900		
Security	+32 2 753 7000		
Federal Police	+32 2 709 6666		
Passenger Operations	+32 753 4000		
<b>GERMANY</b>			
Fire, Ambulance		112	
Police		110	
<b>NUE</b>			
Tarik HELVACI		+49 173 323 1434	
<b>CGN</b>			
Gülistan TILKI		+49 152248 70891	
<b>DUS</b>			
Şahin OĞLAĞCI		+49 152 59296584	
Ümit KARABAK		+49 173 3674323	
<b>HAI</b>			
Tuba ARICI		+49 174 212 6163	
<b>FMO</b>			
<b>EGYPT</b>			
<b>HRG</b>			
Khaled Wassel		+20 100 802 0444	
<b>TOUR OPERATORS</b>			
Corendon NL	+31 235 307594		
Corendon BE	+32 472 777779		
KTAIR Israel	+972 57 8695492		
Fibula	+90 242 244 2475		
<b>ON Communication PR AGENCY</b>			
İpek ÖZGÜDEN		+90 533 290 3989	ipek.ozguden@oniletisim.com
Erdi AYDEMİR		+90 530 879 0294	erdi.aydemir@oniletisim.com
<b>TRANSLATORS</b>			
Özlem EKİCİ (Dutch Translator)	1199	+90 532 134 1277	ozlemk@corendon.nl
Çağdaş Ozan ALTUNER (German Translator)	1404	+90 555 863 72 66	caltunel@corendon-airlines.com
<b>GROUND HANDLING SUPPLIER*</b>			
Havas AYT	+90 242 330 3800		
Celebi GH SAW	+90 216 588 5188	+90 530 422 3222	
DNATA AMS	+31 20 603 2370		
ALYZIA BRU	+32 275 384 04		
Laufer Israel	+972 3 9751462		
*Refer to "Aerodromes Module" of SERA for rest of stations.			

## APPENDIX-5: CRISIS DOCUMENT LIST (CDL)

DOCUMENT	REQ.	DEPT.	PERSONNEL	PHONE	
<b>COMPANY DOCUMENTS</b>					
1	Quality Audit Documents	A	QLT	M.Sarıgül	544 917 1046
2	Air Operator Certificate	A	QLT	M.Sarıgül	545 917 1046
3	Operations Specifications	A	QLT	M.Sarıgül	546 917 1046
4	SOP	A	FOP	A.Gösten/H.Korkut	549 412 0024/544 764 0045
5	Weather Reports	A	OCC	A.Akyürek/E.Güney	549 412 0035/505 576 2642
6	Flight Plan	A	OCC	A.Akyürek/E.Güney	549 412 0035/505 576 2642
7	Kaza/Olay Bildirim Ön Raporu	A	SMS	B.Elitok/K.Ercan	554 005 8271/533 370 3012
8	Kriz Durumunda Bilgilendirme Formu (KDBF)	A	GOP	A.Batu/E.Gümüş	549 412 0090/549 412 0013
9	Yolcu Listesi (KDBF eki)	A	GOP	A.Batu/E.Gümüş	549 412 0090/ 549 412 0013
10	All kinds of video images and pictures	A	SMS	B.Elitok/K.Ercan	554 0058271 533 370 3012
11	A/C Insurance Certificate	C	FIN	D.Erdoğan/C.Bulman	549 412 0045/+31612192030
<b>PILOT DOCUMENTS</b>					
12	Pilot License	A	FOP	A.Gösten/H.Korkut	549 412 0024/544 764 0045
13	Medical Certificate	A	FOP	A.Gösten/H.Korkut	549 412 0024/544 764 0045
14	Logbook	A	FOP	A.Gösten/H.Korkut	549 412 0024/544 764 0045
15	Type Certificate	A	TRN	E.Benzeş/N.Bozdemir	544 224 0464/544 512 1266
16	Alcohol Test Records	A	SMS	S.Çakmaklı/A.Aksakal	549 412 0084/549 804 7160
17	Pilots' Statements	A	SMS	B.Elitok/K.Ercan	554 005 8271/533 370 3012
18	LPC	C	TRN	E.Benzeş/N.Bozdemir	544 224 0464/544 512 1266
19	Flight Duty (7,28,360)-Rest Schedule	C	CPD	S.Cankara/H.Yiğit	506 704 4792/554 661 4126
<b>MAINTENANCE and AIRCRAFT DOCUMENTS</b>					
20	Turkish DGCA Maintenance Audit	A	QLT	M.Sarıgül	544 917 1046
21	Maintenance Schedule	A	ENG	H.Kaynar/İ.Özder	554 840 1484/538 935 2932
22	Maintenance Organization Approval Certificate	A	QLT	M.Sarıgül	544 917 1046
23	AD/SB Implementations	A	ENG	H.Kaynar/İ.Özder	554 840 1484/538 935 2932
24	Airworthiness Review Certificate	A	QLT/ENG	A.Ak/H.Kaynar	554 596 2838/554 840 1484
25	Registration Certificate	A	QLT/ENG	A.Ak/H.Kaynar	554 596 2838/554 840 1484
26	Radio Certificate	A	QLT/ENG	H.Kaynar/İ.Özder	554 840 1484/538 935 2932
27	Aircraft Station (Radio) License	A	QLT/ENG	A.Ak/H.Kaynar	554 596 2838/554 840 1484
28	ELT Form-1	A	ENG	H.Kaynar/G.Düzgören	554 840 1484/541 540 6526
29	M MEL/MML	A	ENG	H.Kaynar/G.Düzgören	554 840 1484/541 540 6526
30	Lifetime Part List	A	ENG	H.Kaynar/İ.Özder	554 840 1484/538 935 2932
31	Weight & Balance Sheet	A	GOP/ENG	N.Özgün/G.Düzgören	542 409 4899/541 540 6526
32	Last Maintenance Package	A	ENG	H.Kaynar/İ.Özder	554 840 1484/538 935 2932
33	Damage Assessment Report	A	ENG	H.Kaynar/İ.Özder	554 840 1484/538 935 2932
34	FDR/CVR Manufacturer, Serial Number, Part Number	A	ENG	H.Kaynar/G.Düzgören	542 409 4899/541 540 6526
35	FDR/CVR Transcripts	A	ENG	H.Kaynar/G.Düzgören	542 409 4899/541 540 6526
36	Excell Version of FDR Data and Graphs	A	SMS	B.Elitok/K.Ercan	554 005 8271/533 370 3012
37	Final Maintenance Release Form	A	ENG	H.Kaynar/İ.Özder	554 840 1484/538 935 2932
38	Failure Record for the Last Five Days	A	ENG	H.Kaynar/İ.Özder	554 840 1484/538 935 2932
39	Record of the Fault Causing the Accident (if any)	A	ENG	H.Kaynar/İ.Özder	554 840 1484/538 935 2932
40	Parts Changed After Accident	A	ENG	H.Kaynar/İ.Özder	554 840 1484/538 935 2932
41	CVR Data mp3 Format	A	ENG	H.Kaynar/G.Düzgören	542 409 4899/541 540 6526
42	FDM, QAR, FMS Analysis	A	SMS	B.Elitok/K.Ercan	554 005 8271/533 370 3012
43	Aircraft Information Form	C	ENG	H.Kaynar/G.Düzgören	542 409 4899/541 540 6526
44	Aircraft Maintenance Manual	C	ENG	H.Kaynar/G.Düzgören	542 409 4899/541 540 6526
45	Wiring Diagram Manuals	C	ENG	H.Kaynar/G.Düzgören	542 409 4899/541 540 6526
46	Illustrated Parts Catalogue (IPC)	C	ENG	H.Kaynar/G.Düzgören	542 409 4899/541 540 6526
47	Flight & Technical Log	C	ENG	H.Kaynar/İ.Özder	554 840 1484/538 935 2932
48	Certificate of Release Service (CRS)	C	ENG	H.Kaynar/İ.Özder	554 840 1484/538 935 2932

49	Airframe and Engine Hours	C	ENG	H.Kaynar/i.Özder	554 840 1484/538 935 2932
50	Deferred Maintenance List	C	ENG	H.Kaynar/i.Özder	554 840 1484/538 935 2932
51	All Job Cards	C	ENG	H.Kaynar/i.Özder	554 840 1484/538 935 2932
52	Fuel Receipt	C	GOP/ENG	N.Özgün	542 409 4899
53	NOTAMs	C	OCC	A.Akyürek/E.Güney	549 412 0035/505 576 2642
<b>PERSONNEL LISTS, REPORTS, RECORDS, STATEMENTS (Including Contact Information and Trainings iaw Appendix-39)</b>					
54	Cabin	C	CCD	Ö.Erdoğan/B.Akın	549 412 0052/549 831 8862
55	Technician	C	ACM	E.Kılıçcı/H.Karabacak	549 412 0066/549 412 0063
56	OCC	C	OCC	A.Akyürek/E.Güney	549 412 0035/505 576 2642
57	Ground Ops	C	GOP	A.Batu/E.Gümüş	549 412 0090/549 412 0013
<b>MISCELLANEOUS</b>					
58	Customer Complaints	C	CMD/CED	A.Kezer/F.Dağdeviren	532 595 8706/541 614 6698
59	Manufacturer Reports	C	ENG	H.Kaynar	554 840 1484
60	Correspondence	C	SMS/QLT	K.Ercan/M.Sarıgül	533 370 /544 917 1046
61	Client Family Member Contact Form	C	SER	A.Tekin	533 236 2171

**REMARKS:**

\* A:Authority C: Company

\*\* Corendon Central: +90 242 310 9000

\*\*\* E-mail: cdl@corendon-airlines.com

## APPENDIX-6: OCC ACTION CHECKLIST

ACTION ITEM		DATE TIME	NAME	REMARKS
<b>BEFORE CRISIS</b>				
1	Review ERP.			
2	Prepare crisis folder.			
3	Execute departmental trainings and exercises.			
<b>IMMEDIATE ACTIONS</b>				
1	Take note information of occurrence.			
2	Confirm that information about occurrence is correct.			
3	Call local facilities like fire, ambulance, police, etc. (if needed).			
4	Call Crisis Director (CD) and Emergency Response Manager (ERM).			
5	Execute the "Callout Plans" for CMC, Go Team according to directives of CD.			
6	Inform Go Team Member about geographic and meteorological conditions of incident location.			
7	Establish immediate level of impact of incident on operations, location of aircraft & crews, possible grounding of fleet.			
8	Log all actions.			
9	Lock out all electronically stored information to prevent changes and limit access.			
10	Collect all OCC related documents relating to the incident flight and make copy of each.			
11	Send all document which is detailed in "Crisis Document List-CDL" to SMS Liaison.			
12	Ensure that rest of the operation run smoothly.			
<b>NEXT FEW HOURS/ON-GOING ACTIONS</b>				
1	Act as coordination center for crisis until CMC take over the command and control.			
2	Ensure that rest of the operation run smoothly.			
3	Brief the Go Team on known details of the incident, points-of-contact at the site, and priorities (if needed).			
4	Check that a Go Team aircraft has been nominated, fueled and prepared (if needed).			
5	Arrange the collection and copying of all documents and notes connected with the flight listed in "Crisis Document List". And pass them SMS Liaison.			
6	Handover the control to CMC and give brief update for latest condition.			
<b>POST INCIDENT</b>				
1	Prepare "Post Incident Report".			

## APPENDIX-7: CD ACTION CHECKLIST for CMC

ACTION ITEM		DATE TIME	NAME	REMARKS
<b>BEFORE CRISIS</b>				
1	Review ERP.			
2	Prepare crew for crisis environment.			
3	Control and coordinate preparations for emergency response.			
4	Ensure that all required resources for crisis management have been allocated.			
<b>IMMEDIATE ACTIONS</b>				
1	Consult the issue by phone with Dep CD and ERM.			
2	Ensure that all items which are defined in "Critical Items List" have been carried out by departments.			
3	Give initial directive to OCC: *CMC will/won't be activated. *Go Team will/won't be activated (It can be delayed until CMC activation). *Kenyon will/won't be activated (It can be delayed until CMC activation).			
4	Proceed to the CMC.			
5	Takeover the command and control from CC.			
6	Consult the issue with CMC members and make an initial order. Clarify intension about the manner of crisis management.			
7	Confirm with CMC Members; *Whether the Go Team is required or not, *Scope and volume of services required from Kenyon.			
8	Review PR strategy with CC&PR Liaison and give directive for further PR issues (Press release, press conference, web site, TV Statement, etc.).			
9	Inform NAA and/or NAAs of the incident.			
10	Brief all code share and lessee partners operations control centers. Invite a representative to attend the Corendon CMC.			
<b>NEXT FEW HOURS/ON-GOING ACTIONS</b>				
1	Review official statements of the company and press releases.			
2	Visits to the accident site and emergency centers (IMC, FAC, etc.) (If applicable)			
3	Take part in funeral ceremonies (if applicable).			
4	Develop/review strategy for compensation of passengers.			
5	Allocate all available resources immediately into management of crisis.			
<b>POST INCIDENT</b>				
1	Declare to the company that the crisis management will be terminated, and normal operation will be resumed.			
2	Review and assess all crisis management process.			
3	Pull out lessons learned and make personnel aware.			

## APPENDIX-8: ERM ACTION CHECKLIST for CMC

ACTION ITEM	DATE TIME	NAME	REMARKS
<b>BEFORE CRISIS</b>			
1			Keep ERP updated.
2			Ensure CMC is ready for operation.
3			Provide essential trainings and execute exercises.
4			Prepare crisis folder for SMS and CMC.
5			Coordinate ERP with third parties (Kenyon, etc.).
<b>IMMEDIATE ACTIONS</b>			
1			Proceed to the CMC.
2			Initiate contact with and obtain updates from incident Airport Emergency Operations Centre or local authority/police as appropriate.
3			Confirm that "Callout Plans" have been executed satisfactorily.
4			Check that the Support Team has set-up CMC correctly for operation. *Review "CMC Facility Checklist"
5			Confirm that all CMC members are on station. *Check the "CMC Members" list
6			Fill out and send Kenyon update form.
7			Confirm that all information transferred from OCC to CMC. *In coordination with Quality Liaison.
8			Get handover briefing from OCC and brief the CMC members regarding occurrence and latest update.
9			Check that a Log Keeper has been designated.
10			Encourage team members to keep their own logs and files, and to update the Log Keeper regularly.
11			Check the "Web Dark Site" has been established.
12			Contact to Kenyon to update about decisions of CMC. *Prepare Service Activation Forms.
13			Brief Go Team about situation and course of action.
14			Obtain weather actual and forecast for the incident location.
<b>NEXT FEW HOURS/ON-GOING ACTIONS</b>			
1			Provide essential data and/or documents to regarding parties (NAA/s, Accident Investigation Board/s, Insurance Company, Kenyon, etc.)
2			Confirm that all related personnel/department is directed to prepare "Crisis Document List".
3			Follow the current operation for safety.
4			Complete the Kenyon Update Form and send them.
5			Continue to supervise and co-ordinate the activities of the CMT and Support Team.
6			Direct CMT Members' requests for administrative assistance to the Support Team.
7			Co-ordinate the activities of the CMT and advises the CD as required.
8			Provide advice to internal and external investigation teams.
9			Prepare "Handover Record".
<b>POST INCIDENT</b>			
1			If the CMT stands down, ensure that Team Reps are ready for immediate recall if required.
2			Coordinate all CMT post-incident reports. Provide information to internal and external investigations, e.g. Police, Government, CAA, insurance, aircraft/engine/component manufacturers.
3			Prepare "Post Incident Report".

## APPENDIX-9: FLIGHT OPS ACTION CHECKLIST for CMC

ACTION ITEM		DATE TIME	NAME	REMARKS
<b>BEFORE CRISIS</b>				
1	Review ERP.			
2	Prepare crisis folder.			
<b>IMMEDIATE ACTIONS</b>				
1	Proceed to the CMC.			
2	Call relevant staff for duty			
3	Brief the CMC on any immediately obvious operational issues or factors which may have contributed to the incident.			
4	Arrange the collection and copying of all documents and notes connected with the flight listed in the "Crisis Document List". And pass them SMS Liaison.			
5	Take immediate measures for crewing.			
6	Brief Go Team Flight Ops Liaison			
<b>NEXT FEW HOURS/ON-GOING ACTIONS</b>				
1	Coordinate all issues regarding flight crew IAW directives of CMC (rescheduling, positioning, etc.)			
2	Make and quick risk assessment and create immediate safety alerts for ongoing operation (if needed).			
3	Coordinate issues regarding incident site with Go Team Flight Ops Liaison			
4	Prepare "Handover Record".			
5	Send all document which is detailed in "Crisis Document List-CDL" to SMS Liaison.			
<b>POST INCIDENT</b>				
1	Prepare "Post Incident Report".			

## APPENDIX-10: TECHNICAL ACTION CHECKLIST for CMC

ACTION ITEM		DATE TIME	NAME	REMARKS
<b>BEFORE CRISIS</b>				
1	Review ERP.			
2	Prepare crisis folder.			
3	Execute trainings and exercises for own personnel.			
<b>IMMEDIATE ACTIONS</b>				
1	Proceed to the CMC.			
2	Call relevant staff for duty			
3	Brief the CMC on any immediately obvious technical issues or factors which may have contributed to the incident.			
4	Arrange the collection and copying of all documents and notes connected with the flight listed in "Crisis Document List". And pass them SMS Liaison.			
5	Check that emergency services at the incident site have all the technical details & diagrams they require.			
6	Arrange the collection and secure storage of all relevant aircraft documents and manuals listed in "Crisis Document List".			
7	Contact the aircraft and engine manufacturers (Safety or Accident Investigation Department) and provide brief details of the incident after approval of CD/ERM.			
8	Advise the CMC on the technical implications of the incident for other aircraft in the Company fleet.			
9	Brief Go Team Technical Liaison			
10	Inform owner of aircraft			
<b>NEXT FEW HOURS/ON-GOING ACTIONS</b>				
1	Provide CMT with aircraft details (registration, manufacturing date and number, delivery date, engine types, date of last major maintenance).			
2	Update the CD with further information as the incident develops.			
3	Assist the Go Team Technical Coordinator with additional manpower, documentation, and equipment, if required.			
4	Prepare "Handover Record".			
5	Send all document which is detailed in "Crisis Document List-CDL" to SMS Liaison.			
<b>POST INCIDENT</b>				
1	Provide documents, manuals and advice to insurance company, Company and external investigation teams.			
2	Assist the Go Team Technical Coordinator with the assessment, recovery, storage, and disposal of hull/wreckage.			
3	Prepare "Post Incident Report".			

## APPENDIX-11: SECURITY ACTION CHECKLIST for CMC

ACTION ITEM		DATE TIME	NAME	REMARKS
<b>BEFORE CRISIS</b>				
1	Review ERP.			
2	Prepare "Security Plan" for crisis management.			
3	Execute trainings and exercises for own personnel.			
4	Make a protocol with other parties for extra manning in case of crisis.			
<b>IMMEDIATE ACTIONS</b>				
1	Proceed to the CMC.			
2	Call relevant staff for duty			
3	Secure CMC.			
4	Secure all Corendon Facilities (HQ, other buildings, IMC, FAC/CFAC, reception/assistance centers, sales offices, check-in counters, etc.)			
5	Brief the CMC on any immediately obvious security issues or factors which may have contributed to the incident.			
6	Examine the possible cause for possible terrorism, hijack criminal acts and advice the CMC (if needed).			
7	Consider immediate security threats to employees, passengers, and members of the public and formulate possible counter measures.			
8	Arrange the collection and copying of all documents and notes connected with the flight listed in the "Crisis Document List". And pass them SMS Liaison.			
9	Prepare "Handover Record".			
<b>NEXT FEW HOURS/ON-GOING ACTIONS</b>				
1	Confirm that necessary action has been taken to ensure the security of Corendon Airlines property and personnel.			
<b>POST INCIDENT</b>				
1	Prepare "Post Incident Report".			

## APPENDIX-12: CC&PR ACTION CHECKLIST for CMC

ACTION ITEM		DATE TIME	NAME	REMARKS
<b>BEFORE CRISIS</b>				
1	Review ERP.			
2	Ensure that "Web Dark Site" has been prepared.			
3	Prepare announcement texts.			
4	Prepare PR strategy for crisis management.			
5	Make a protocol with PR agency.			
<b>IMMEDIATE ACTIONS</b>				
1	Proceed to the CMC.			
2	Call relevant staff for duty			
3	Consult and coordinate the issue with Kenyon.			
4	Develop the initial Public Relations (PR) strategy for the incident.			
5	Confirm who will be the Company spokespersons and brief them.			
6	Brief the CMC on the Company's PR strategy.			
7	Determine a suitable Corendon PR Representative at the incident station/location.			
8	Confirm that "Web Dark Site" has been established.			
9	Agree the contents of the holding statement with CD, Legal Coordinator and Kenyon.			
10	Acknowledge the occurrence (appr. 15 min).			
11	Release "Initial Press Statement" (appr. 30 min).			
12	Appoint local spokesperson (if needed).			
13	Ensure that the company spokesperson make an announcement on TV (appr. 60 min).			
14	Start media monitoring.			
15	Schedule first press conference (appr. 90 min).			
16	Activate media briefing room/s.			
17	Contact "Media Call Center" (if activated)			
18	Update the Company website with the holding statement and call center toll-free contact number.			
19	Brief the PR departments of affected code-share partners.			
20	If required, e-mail or fax any relevant pages from the Crisis Communications Plan to the representative at the incident site.			
21	Prepare "Handover Record".			
<b>NEXT FEW HOURS/ON-GOING ACTIONS</b>				
1	Consider the requirement for an on-camera media briefing and/or formal press conference at Antalya HQ or the incident location. Thoroughly brief and prepare the Company spokesperson.			
2	Request the Admin & Purchasing Dept. set up a media center Table 7: Pressroom Facilities			
3	Regularly update CD and code-share partners with media reaction, etc.			
4	Send all document which is detailed in "Crisis Document List-CDL" to SMS Liason.			
<b>POST INCIDENT</b>				
1	Assist with setting up a Post Incident Recovery Organization.			
2	Prepare "Post Incident Report".			

### APPENDIX-13: CSAL ACTION CHECKLIST for CMC

ACTION ITEM		DATE TIME	NAME	REMARKS
<b>BEFORE CRISIS</b>				
1	Review ERP.			
2	Establish "Special Assistance Plan" in accordance with ERP.			
3	Sign protocols with regarding organizations (hotels, etc.)			
4	Assign Company Special Assistance Crisis Members (FAC & CFAC)			
5	Coordinate with the SMS Department any essential trainings in reference to the ERP TRAINING SYLLABUS table			
<b>IMMEDIATE ACTIONS</b>				
1	Proceed to the CMC.			
2	Alert SADO and CCD.			
3	Activate FFRC(s), FAC(s)/CFAC(s) with authorization of CD.			
4	Inform CMC after activation of FAC/CFAC, FFRCs			
5	Function as a bridge between FFRC(s), FAC(s)/CFAC(s) and CMC.			
6	Coordinate that earmarked hotels/facilities have been informed/activated.			
7	Ensure ongoing cabin operations are coordinated.			
8	Provide guidance and support to crew involved if they're reachable.			
9	Prepare "Handover Record".			
10	Ensure that FADO sends all cabin crew documents detailed in the "Crisis Document List-CDL" to the SMS Liason.			
<b>NEXT FEW HOURS/ON-GOING ACTIONS</b>				
1	Inform CMC.			
2	Coordinate with Kenyon special assistance issues and inform CMC.			
<b>POST INCIDENT</b>				
1	Prepare "Post Incident Report".			

## APPENDIX-14: GROUND OPS ACTION CHECKLIST for CMC

ACTION ITEM		DATE TIME	NAME	REMARKS
<b>BEFORE CRISIS</b>				
1	Review ERP.			
2	Prepare crisis folder.			
3	Execute trainings and exercises for own personnel.			
4	Make a protocol with handlers for extra manning in case of crisis.			
<b>IMMEDIATE ACTIONS</b>				
1	Proceed to the CMC.			
2	Brief CD on disruption to operations and recommended actions.			
3	Call relevant staff for duty			
4	Instruct the stations to lock passenger information.			
5	Arrange the collection and copying of all documents and notes connected with the flight listed in the "Crisis Document List". And pass them SMS Liaison.			
6	Send passenger manifest to KICC			
7	Fill the "Kriz Durumunda Bilgilendirme Formu" and pass it to ERM.			
8	Open FFRCs Areas at arrival, departure, and intermediate airports.			
9	Keep people involved in emergency away from other costumers.			
10	Ensure that handlers provide enough number of staff for operating FFRC Areas.			
11	Ensure the clear flow of relevant information to and from all stations.			
12	Keep the CMC informed of the situation in the different stations.			
13	Arrange transportation to and from FAC (if established).			
14	Ensure that deployed staff are supported as much as possible.			
15	Prepare "Handover Record".			
<b>NEXT FEW HOURS/ON-GOING ACTIONS</b>				
1	Ensure that the authorities at the station nearest are aware of the impending arrival of the Go Teams and that CSAT all formalities (visa, immigration, briefing, transport, etc.) are in place.			
2	Provide the Go Team and CSAT with local police/security/military contact information to facilitate the issuing of passes and site access.			
3	Confirm that disruptions of normal operations are being kept to the minimum.			
4	Send all document which is detailed in "Crisis Document List-CDL" to SMS Liaison.			
<b>POST INCIDENT</b>				
1	Prepare "Post Incident Report".			

## APPENDIX-15: HR ACTION CHECKLIST for CMC

ACTION ITEM		DATE TIME	NAME	REMARKS
<b>BEFORE CRISIS</b>				
1	Review ERP.			
2	Prepare crisis folder.			
<b>IMMEDIATE ACTIONS</b>				
1	Proceed to the CMC.			
2	Call relevant staff for duty			
3	Commence the official procedures for victim employees.			
4	Inform families of victim employees and direct them to CFAC for crew.			
5	Assess any immediate issues facing crew and other employees.			
6	Advise the CMC on public/employer's liability issues.			
7	Make a statement for all company employees regarding crisis.			
<b>NEXT FEW HOURS/ON-GOING ACTIONS</b>				
1	Arrange "Replacement Roster" for all CMT Members.			
2	Contact regarding governmental bodies and pass brief details of the occurrence.			
3	Contact appropriate foreign consuls to obtain advice on local laws regarding jurisdiction, repatriation and personal effects at the incident location and other ethnic/social requirements or customs.			
4	Make an essential announcement to personnel regarding crisis.			
5	Prepare "Handover Record".			
<b>POST INCIDENT</b>				
1	With assistance from Kenyon, prepare and implement follow-on welfare plans for employees and family members involved in the incident, including leave, counselling, financial and health support.			
2	Prepare "Post Incident Report".			

### APPENDIX-16: QUALITY ACTION CHECKLIST for CMC

ACTION ITEM		DATE TIME	NAME	REMARKS
<b>BEFORE CRISIS</b>				
1	Review ERP.			
2	Review "Crisis Document List".			
3	Prepare crisis folder.			
<b>IMMEDIATE ACTIONS</b>				
1	Proceed to the CMC.			
2	Call relevant staff for duty			
3	Take over the responsibility regarding documentation from OCC.			
4	Collect all data and documents regarding the crisis which is detailed in "Crisis Document List"			
5	Secure all data and documents which is detailed in "Crisis Document List"			
6	Advise the CMT on the secure storage of documentation			
7	Prepare "Handover Record".			
<b>NEXT FEW HOURS/ON-GOING ACTIONS</b>				
1	Fill in "Delivery Record" for all equipment and documents, which is delivered to other parties.			
2	Ensure all data listed in CDL is collected from related parties.			
3	Organize collected data for further use.			
4	Observe the CMC actions for compliance.			
<b>POST INCIDENT</b>				
1	Prepare "Post Incident Report".			

### APPENDIX-17: FINANCE/INSURANCE ACTION CHECKLIST for CMC

ACTION ITEM		DATE TIME	NAME	REMARKS
<b>BEFORE CRISIS</b>				
<b>1</b>	Review ERP.			
<b>IMMEDIATE ACTIONS</b>				
<b>1</b>	Proceed to the CMC.			
<b>2</b>	Get latest information from OCC/ERM.			
<b>3</b>	Notify insurance companie/s			
<b>4</b>	Function as a bridge between insurers and Kenyon.			
<b>5</b>	Organize immediate financial assistance and issue dedicated budget.			
<b>6</b>	Ensure finance for the duration of the incident and allocate special account for all accident-related costs.			
<b>7</b>	Enable cash funds or credit facilities are available to Families of Crew & Passengers			
<b>NEXT FEW HOURS/ON-GOING ACTIONS</b>				
<b>1</b>	Advice CMC on insurance issues.			
<b>2</b>	Provide "Required Documentation" which are listed in "Claims Handling Procedures Manual" to insurance companie/s.			
<b>3</b>	Provide "Required Passenger Information" which are listed in "Claims Handling Procedures Manual" to insurance companies.			
<b>4</b>	Ensure necessary action are taken by insurance companies.			
<b>5</b>	Ensure immediate payments are made timely manner.			
<b>6</b>	Ensure that all expenditure is recorded correctly by CMT.			
<b>7</b>	Prepare "Handover Record".			
<b>8</b>	Send all document which is detailed in "Crisis Document List-CDL" to SMS Liason.			
<b>9</b>	Continue to support the Family Assistance Centre.			
<b>10</b>	Support the Go Team preparations which may require cash funding or other credit facilities.			
<b>11</b>	Cash advances for passengers and/or their next of kin – in accordance with Insurance protocol.			
<b>12</b>	Enable any required cash advances for Head Office and Go Team.			
<b>POST INCIDENT</b>				
<b>1</b>	Prepare "Post Incident Report".			

### APPENDIX-18: CREW PLANNING ACTION CHECKLIST for CMC

ACTION ITEM		DATE TIME	NAME	REMARKS
<b>BEFORE CRISIS</b>				
1	Review ERP.			
2	Prepare crisis folder.			
<b>IMMEDIATE ACTIONS</b>				
1	Proceed to the CMC.			
2	Call relevant staff for duty			
3	Ensure hotel accommodation and transport is booked for First Response Parties (Go Team, CSAT, etc.).			
4	Revise flight schedule IAW CMC directives in coordination with Commercial, Flight Ops and Cabin Crew Departments.			
5	Take immediate measures for staffing for flight operation.			
6	Prepare "Handover Record".			
<b>NEXT FEW HOURS/ON-GOING ACTIONS</b>				
1	Make a midterm risk assessment for crewing.			
2	Suggest the CMC for solutions about emerging crew problem (if needed).			
3	Send all document which is detailed in "Crisis Document List-CDL" to SMS Liason.			
<b>POST INCIDENT</b>				
1	Prepare "Post Incident Report".			

## APPENDIX-19: COMMERCIAL ACTION CHECKLIST for CMC

ACTION ITEM		DATE TIME	NAME	REMARKS
<b>BEFORE CRISIS</b>				
1	Review ERP.			
2	Prepare crisis folder.			
<b>IMMEDIATE ACTIONS</b>				
1	Proceed to the CMC.			
2	Call relevant staff for duty			
3	Contact OCC & Flight Ops for latest incident information.			
4	Develop alternative solutions for missing aircraft (if this is the case) and crew, brief CMC (if needed).			
5	Brief the OCC duty officer on actions required.			
6	Inform related tour operator(s)			
<b>NEXT FEW HOURS/ON-GOING ACTIONS</b>				
1	Liaise with CD to review and adjust Company promotions and advertisements.			
2	Liaise with CD, Technical Coordinator and OCC to re-establish limited or full operations as soon as possible.			
3	Consider longer term business continuity issues, e.g. Company reputation, staff availability, interim charters, etc. and advise CD.			
4	Prepare "Handover Record".			
<b>POST INCIDENT</b>				
1	Assist with setting up a Post Incident Recovery Organization.			
2	Prepare "Post Incident Report".			

### APPENDIX-20: CUSTOMER CARE ACTION CHECKLIST for CMC

ACTION ITEM		DATE TIME	NAME	REMARKS
<b>BEFORE CRISIS</b>				
1	Review ERP.			
2	Prepare crisis folder.			
<b>IMMEDIATE ACTIONS</b>				
1	Proceed to the CMC.			
2	Focus passenger complaints, which are induced by crisis.			
3	Inform CMC about emerging problems.			
4	Support CC&PR Liaison (if needed).			
5	Prepare "Handover Record".			
<b>NEXT FEW HOURS/ON-GOING ACTIONS</b>				
1	Suggest the CMC for possible solutions to lessen the effect of crisis on ongoing operation.			
2	Send all document which is detailed in "Crisis Document List-CDL" to SMS Liason.			
<b>POST INCIDENT</b>				
1	Prepare "Post Incident Report".			

### APPENDIX-21: LEGAL ACTION CHECKLIST for CMC

ACTION ITEM		DATE TIME	NAME	REMARKS
<b>BEFORE CRISIS</b>				
1	Review ERP.			
<b>IMMEDIATE ACTIONS</b>				
1	Proceed to the CMC.			
2	Review legal aspect of crisis.			
3	Advice CMC about legal issues			
4	Correspond with legal authorities regarding occurrence.			
5	Consider the need for legal representation for the Company and or crew at the incident site.			
6	Correspond with insurance companies			
<b>NEXT FEW HOURS/ON-GOING ACTIONS</b>				
1	Establish procedures for the immediate and on-going support of employees' families with CD.			
2	Assist lawyers and loss adjusters appointed by the underwriters.			
<b>POST INCIDENT</b>				
1	Prepare "Post Incident Report".			

## APPENDIX-22: IT ACTION CHECKLIST for CMC

ACTION ITEM		DATE TIME	NAME	REMARKS
<b>BEFORE CRISIS</b>				
1	Review ERP.			
2	Prepare IT infrastructure of CMC for crisis conditions IAW "CMC Facility Checklist"			
3	Prepare web dark side.			
<b>IMMEDIATE ACTIONS</b>				
1	Proceed to the CMC.			
2	Call relevant staff for duty			
3	Ensure that CMC is ready for use from IT perspective.			
4	Ensure that requirements, which are listed in "CMC Facility Checklist" have been provided.			
5	Activate "Dark Side" of web page.			
6	Ensure that emerging IT needs/requirements of deployment staff (Go Team, CSAT, etc.) have been provided.			
7	Secure all data.			
8	Publicize, "Toll Free Numbers".			
9	Prepare "Handover Record".			
<b>NEXT FEW HOURS/ON-GOING ACTIONS</b>				
1	Ensure continuity of IT operation securely.			
<b>POST INCIDENT</b>				
1	Prepare "Post Incident Report".			

### APPENDIX-23: SERVICE CENTER ACTION CHECKLIST for CMC

ACTION ITEM		DATE TIME	NAME	REMARKS
<b>BEFORE CRISIS</b>				
1	Review ERP.			
2	Prepare SC ERP procedures (including call-out plan)			
3	Carry out call out plans for its own staff			
4	Ensure that ERP trainings and exercises are provided			
<b>IMMEDIATE ACTIONS</b>				
1	Transfer information related to reported occurrence to OCC			
2	Implement the SC call-out plan			
3	Ensure that receiving the initial information from ERM or OCC Department			
<b>NEXT FEW HOURS/ON-GOING ACTIONS</b>				
1	Collect and record the information for passengers and their NoKs			
	Transfer the recorded data to Kenyon International Call Center (KICC)			
2	Transfer the calls to the toll-free number			
3	Run the IVR announcements for the toll-free number			
4	Send all document which is detailed in "Crisis Document List-CDL" to SMS Liason.			
<b>POST INCIDENT</b>				
1	Prepare "Post Incident Report".			

### APPENDIX-24: SUPPORT TEAM ACTION CHECKLIST for CMC

ACTION ITEM		DATE TIME	NAME	REMARKS
<b>BEFORE CRISIS</b>				
1	Review ERP.			
2	Keep available all requirements, which are listed in "CMC Facility Checklist".			
3	Check the CMC each quarter and sign "CMC Facility Checklist"			
<b>IMMEDIATE ACTIONS</b>				
1	Proceed to the CMC.			
2	Make CMC ready for use as soon as possible.			
3	Get in contact with ERM for taking latest directives.			
4	Ensure that requirements, which are listed in "CMC Facility Checklist" have been provided.			
5	Response extra requirements of CMC immediately.			
6	Response emerging needs/requirements of deployment staff (Go Team, CSAT, etc.)			
7	Prepare "Handover Record".			
<b>NEXT FEW HOURS/ON-GOING ACTIONS</b>				
1	Continue to give support to all CMT (CMC, Go Team, SAT, etc.).			
<b>POST INCIDENT</b>				
1	Prepare "Post Incident Report".			

## APPENDIX-25: GO TEAM DIRECTOR ACTION CHECKLIST

ACTION ITEM		DATE TIME	NAME	REMARKS
<b>BEFORE CRISIS</b>				
1	Review ERP.			
2	Prepare crisis folder.			
<b>IMMEDIATE ACTIONS</b>				
1	Proceed to the Go Team Meeting Point (2th Floor Meeting Room in Corendon HQ) being ready to travel.			
2	Get in contact with ERM/OCC and receive a pre-deployment briefing.			
3	Obtain weather actual and forecast for the incident location.			
4	Review "Go Kit Checklist" and determine exact requirements for incident site.			
5	Coordinate requirements with related parties (transportation, accommodation, clothing, equipment, documentation, etc.).			
6	Obtain sufficient funds/credit cards to finance the initial deployment.			
7	Obtain contact details for the Handling Agent, Police, etc.			
8	Brief the Go Team on known details.			
9	Confirm that you have enough staff, contact HR Liaison if more are required.			
10	Ensure that each member made own preparation considering "Go Kit Checklist".			
11	Deploy to the incident location.			
<b>NEXT FEW HOURS/ON-GOING ACTIONS</b>				
1	Inform the ERM of your arrival and obtain an update.			
2	Establish contact with the Kenyon/Handling Agent/Authority in control of the incident site. Obtain an update on any developments and pass your contact details to them.			
3	Contact the local police force and ensure arrangements have been made for the protection of passengers and company personnel (if needed). Make sure company property and equipment is secure.			
4	Ensure that appropriate safety and welfare measures are in place, e.g. first aid kits, ambulance, emergency communications, a rest area, and food & water.			
5	With assistance from the Ops and Technical Members, carry out methodical assessments of the crash/incident site. Record all findings and assessments for the internal and official investigations.			
6	Provide assistance to insurance representatives, code-share partners, and aircraft/engine/component manufacturers who may visit the incident site.			
7	Consider any immediate requirement for a press interview or conference. Liaise with Kenyon and on-site Company Crisis Communications Representative.			
8	Set up an Incident Management Centre at the airport, a local hotel or temporary shelter, depending on the incident location until Kenyon take over the command and control.			
9	Arrange a Team briefing schedule, and then release team members to their individual tasks.			
10	Hire local staff & equipment as required (if needed).			

<b>11</b>	Ensure the Go Team keep accurate financial records. Keep files for each contract or area of expenditure.			
<b>12</b>	Update CMC about; * The number and location of injured & uninjured survivors, * The number and location of any deceased, * Number of missing persons, * Team access to survivors and the incident site, * Accident investigation procedures			
<b>13</b>	Hold regular Team briefings, e.g. every morning or evening, to disseminate information and instructions.			
<b>14</b>	Direct and coordinate the activities of the Go Team.			
<b>15</b>	Work closely with Kenyon, local/national authorities, other agencies, and foreign embassies to assist survivors and families.			
<b>16</b>	Monitor yourself and your team for signs of fatigue and stress. Request additional or rotation of personnel as required.			
<b>17</b>	Prepare "Handover Record".			
<b>POST INCIDENT</b>				
<b>1</b>	Hand over control to Post Incident Recovery Organization, when established.			
<b>2</b>	Arrange to hand back any working and domestic accommodation, hired equipment and services and pack up all Company equipment.			
<b>3</b>	Terminate any local security related contracts (if necessary).			
<b>4</b>	Recover the Go Team and equipment to Antalya.			
<b>5</b>	Prepare "Post Incident Report" and assist internal and external investigations.			

## APPENDIX-26: GO TEAM FLIGHT OPS ACTION CHECKLIST

ACTION ITEM		DATE TIME	NAME	REMARKS
<b>BEFORE CRISIS</b>				
1	Review ERP.			
2	Prepare crisis folder.			
<b>IMMEDIATE ACTIONS</b>				
1	Proceed to the Go Team Meeting Point (2nd Floor Meeting Room in Corendon HQ) being ready to travel.			
2	Contact CMC Flight Ops Liaison: decide the number of flight ops personnel required for the Go Team.			
3	Review "Go Kit Checklist" and determine exact requirements from your side and pass them Go Team Director.			
4	Ensure that you have copies of operational charts and documents for the aircraft type involved.			
5	Receive a pre-deployment briefing from Go Team Director.			
6	Complete individual preparations for deployment.			
7	Deploy to the incident location.			
<b>NEXT FEW HOURS/ON-GOING ACTIONS</b>				
1	Receive an updated incident briefing from the Go Team Director.			
2	Assess the situation at the incident site from the viewpoint of flight ops.			
3	Consider any immediate requirement and pass them Go Team Director/CMC.			
4	Work in tandem with counterpart in Kenyon when they are on station.			
5	Make a written risk assessment of the incident site.			
6	Carry out methodical assessments of the crash/incident site. Report any immediate flight or ground safety issues to the Go Team Director. Record all findings and assessments for the internal and official investigations.			
7	Provide assistance to insurance representatives, code-share partners, and aircraft/engine/component manufacturers who may visit the incident site.			
8	Avoid entering crash site, take measures listed below when it is necessary: * Do not enter the crash site without permission from the Fire/Police/Investigation Officer in charge. Only enter/exit cordons through the appropriate checkpoints; * Wear appropriate protective clothing – boots, gloves, overalls, hard hat, goggles, etc. * Do not disturb or alter anything at the site unless specifically authorized; * Take photographs/video and make sketches and GPS plots of wreckage location with a view to eventual removal;			
9	Update the Go Team Director at daily briefings.			
10	Monitor yourself for signs of fatigue and stress. Request additional or rotation of personnel as required.			
11	Prepare "Handover Record".			
<b>POST INCIDENT</b>				
1	Prepare "Post Incident Report" and assist internal and external investigations.			

## APPENDIX-27: GO TEAM TECHNICAL LIAISON ACTION CHECKLIST

ACTION ITEM		DATE TIME	NAME	REMARKS
<b>BEFORE CRISIS</b>				
1	Review ERP.			
2	Prepare crisis folder.			
3	Execute trainings and exercises.			
<b>IMMEDIATE ACTIONS</b>				
1	Proceed to the Go Team Meeting Point (2nd Floor Meeting Room in Corendon HQ) being ready to travel.			
2	Contact CMC Technical Liaison: decide the number of technical personnel required for the Go Team.			
3	Review "Go Kit Checklist" and determine exact requirements from your side and pass them Go Team Director.			
4	Ensure that you have copies of technical charts and documents for the aircraft type involved.			
5	Receive pre-deployment briefing from Go Team Director.			
6	Complete individual preparations for deployment.			
7	Deploy to the incident location.			
<b>NEXT FEW HOURS/ON-GOING ACTIONS</b>				
1	Receive an updated incident briefing from the Go Team Director.			
2	Assess the situation at the incident site from the viewpoint of technical.			
3	Consider any immediate requirement and pass them Go Team Director/CMC.			
4	Assist Handling Agents staff with the collection and storage of documentary and electronic technical evidence. Make available to Air Accident Investigators and Go Team Director.			
5	Work in tandem with counterpart in Kenyon when they are on station.			
6	Carry out methodical assessments of the crash/incident site. Report any immediate flight or ground safety issues to the Go Team Director. Record all findings and assessments for the internal and official investigations.			
7	Provide assistance to insurance representatives, code-share partners, and aircraft/engine/component manufacturers who may visit the incident site.			
8	<p>Avoid entering crash site, take measures listed below when it is necessary:</p> <ul style="list-style-type: none"> <li>* Do not enter the crash site without permission from the Fire/Police/Investigation Officer in charge. Only enter/exit cordons through the appropriate checkpoints;</li> <li>* Wear appropriate protective clothing – boots, gloves, overalls, hard hat, goggles, etc.</li> </ul> <p>* Do not disturb or alter anything at the site unless specifically authorized;</p> <ul style="list-style-type: none"> <li>* If requested by Air Accident Investigators, assist with the removal of voice and data recorders;</li> <li>* Take photographs/video and make sketches and GPS plots of wreckage location with a view to eventual removal;</li> <li>* Assess the airframe, engines and components for any obvious technical failures or abnormalities;</li> </ul>			
9	Update the Go Team Director at daily briefings.			
10	Work with Air Accident Investigators, insurance and manufacturers' reps to develop plans for wreckage removal, transport and storage.			

11	Monitor yourself for signs of fatigue and stress. Request additional or rotation of personnel as required.			
12	Prepare "Handover Record".			
<b>POST INCIDENT</b>				
1	Prepare "Post Incident Report" and assist internal and external investigations.			

## APPENDIX-28: GO TEAM GROUND OPS ACTION CHECKLIST

ACTION ITEM		DATE TIME	NAME	REMARKS
<b>BEFORE CRISIS</b>				
1	Review ERP.			
2	Prepare crisis folder.			
3	Execute trainings and exercises.			
<b>IMMEDIATE ACTIONS</b>				
1	Proceed to the Go Team Meeting Point (2nd Floor Meeting Room in Corendon HQ) being ready to travel.			
2	Contact CMC Ground Ops Liaison: decide the number of ground ops personnel required for the Go Team.			
3	Review "Go Kit Checklist" and determine exact requirements from your side and pass them Go Team Director.			
4	Ensure that you have information of handling agents, service providers, etc. in and near incident site.			
5	Receive a pre-deployment briefing from Go Team Director.			
6	Complete individual preparations for deployment.			
7	Deploy to the incident location.			
<b>NEXT FEW HOURS/ON-GOING ACTIONS</b>				
1	Receive an updated incident briefing from the Go Team Director.			
2	Assess the situation at the incident site from the viewpoint of support of the operation.			
3	Consider any immediate requirement and pass them Go Team Director/CMC.			
4	Make all arrangements (food, beverages, phone, transportation, accommodation, etc.) regarding support of all operation carried out in incident site until Kenyon take over the command and the control (if Kenyon activated).			
5	Work in tandem with counterpart in Kenyon when they are on station.			
6	Update the Go Team Director at daily briefings.			
7	Monitor yourself for signs of fatigue and stress. Request additional or rotation of personnel as required.			
8	Prepare "Handover Record".			
<b>POST INCIDENT</b>				
1	Prepare "Post Incident Report" and assist internal and external investigations.			

## APPENDIX-29: CORENDON INVESTIGATION TEAM (CIT)

PERSONNEL	TITLE	DEPT	PHONE			E-Mail	
			EXT	GSM	VPN		
1	S. Selçuk Çakmaklı	Senior SMS Manager	SMS	1084	549 412 0084	2084	scakmakli@corendon-airlines.com
2	Arif Uysal	Senior Engineering Manager	TPL	1236	549 412 0068	0068	auysal@corendon-airlines.com
3	Serkan Gülhan	Maintenance Manager	ACM	1203	549 412 0012	2012	sgulhan@corendon-airlines.com
4	Reyhan Altıntaş	Cabin Compliance Monitoring and Documentation Supervisor	CCD	1407	549 412 0082	2082	raltintas@corendon-airlines.com
5	Atılay Batu	Chief Operating Officer	GOP	1200	549 412 0090	2090	abatu@corendon-airlines.com
6	S.Yunus Halep	Senior Aviation Security Manager	SEC	1217	549 412 0013	2013	shalep@corendon-airlines.com
7	Aydın Aksakal	SMS Specialist	SMS	1083	549 804 7160		aydinaksakal@corendonairlines.com
8	Mustafa Küçükakarsu	Senior Data Scientist	SMS	1427	506 778 5179		mkucukakarsu@corendon-airlines.com
9	B.Buğra Elitok	FDM Engineer	SMS	1441	554 005 8271		bbelitok@corendonairlines.com
10	Fatma Dönmez	Senior SMS Specialist	SMS	1411	549 827 1416		fmetin@corendonairlines.com
11	Beyzanur Kader Aydın	CAMO-SMS Specialist	SMS	1630	553 124 6446		bkaydin@corendonairlines.com
12	Kadir Serbürent Ercan	Senior FDM Engineer	SMS	1498	533 370 3012		ksercan@corendonairlines.com

## APPENDIX-30: SAT/CSAT MEMBERS ACTION CHECKLIST

ACTION ITEM		DATE TIME	NAME	REMARKS
<b>BEFORE CRISIS</b>				
1	Review ERP.			
2	Be familiar with FAC Kits.			
3	Execute trainings and exercises, attend meetings.			
<b>IMMEDIATE ACTIONS</b>				
1	Proceed to location assigned by CSAL with FAC Kit(s).			
2	Review "Go Kit Checklist" and determine exact requirements from your side and pass them Go Team Director.			
3	Receive a pre-deployment briefing from CSAL.			
4	Obtain information about earmarked hotels/facilities (if it is applicable).			
5	Complete individual preparations for deployment.			
<b>NEXT FEW HOURS/ON-GOING ACTIONS</b>				
1	To greet victims and/or families/kinsmen of passengers or crew members and direct them to reception areas or designated location.			
2	Assist families/kinsmen of passengers or crew members fill in relevant forms (in digital library).			
3	Assess the situation at center or the incident site, report to CSAL at regular intervals.			
<b>For uninjured passengers:</b>				
1	Ensure that passengers and crew members contact families and friends.			
2	Ensure that passengers and crew members are fed and rested.			
3	Arrange local replacement of clothes and belongings.			
4	Check that adequate security is in place at the hotel. Press and media should not be allowed access to passengers			
<b>For injured crew members:</b>				
1	Ensure that crew members have been delivered to a hospital and receive appropriate treatment and care.			
2	Ensure that crew members contact their family and friends.			
3	Visit crew members in hospital and assist as required. If any crew member is under close or open arrest, seek advice from the CSAL.			
4	Arrange local replacement of clothes and belongings.			
5	Check that adequate security is in place at the hospital and that calls are screened. Press and media should not be allowed access to crew members.			
<b>For missing or deceased crew members:</b>				
1	Establish whether individuals have been identified.			
2	Assist Kenyon and local authorities with the identification and repatriation processes.			
3	Assist station staff with the collection and storage of documentary and electronic evidence.			
<b>In General</b>				
1	Provide the CSAL with information and updates at regular intervals regarding the latest developments and circumstances			

<b>2</b>	Monitor the circumstances at Special Assistance Desks, reception areas and family briefing rooms and notify the CSAL if improvements of locations are necessary			
<b>3</b>	Ask to be relieved from duties if coping with conditions / circumstances become too stressed, exhausting or any other case that makes it difficult to cope with or handle assigned duties			
<b>4</b>	Prepare "Handover Record" for your replacement by Corendon staff (if necessary).			
<b>5</b>	Prepare information and reports for internal and external investigations.			
<b>POST INCIDENT</b>				
<b>1</b>	Prepare "Post Incident Report".			

### APPENDIX-31: CMC FACILITY CHECKLIST

FACILITY		REQ.	CURR.	BACKUP	RESPONSIBLE DEPARTMENT	CONTROLLED BY	DATE
1	Phone (Land line)	4			IT		
2	Phone (Cellular)	4			IT		
3	GSM card	4			IT		
4	Fax	1		UTAX 5240 (Accounting)	IT		
5	Printer	2		UTAX 5240 (Training)	IT		
6	Laptop	2			IT		
7	Electricity Socket Multiplexor	2x8			IT		
8	Video camera	1			IT		
9	Internet Connection Cable	15			IT		
10	Wi-Fi internet connection	20			IT		
11	Projection	1		TOSHIBA TDP-S20 (2nd Floor Training Room)	IT		
12	Wall clock	1			Admin		
13	Flip chart	1			Admin		
14	Stationery set	3			Admin		
15	Map	2			Admin		
16	White board	3			Admin		
17	Television	1			Admin		
18	Refreshments	for 25 P			Admin		
19	Emergency Response Plan	1			Documentation		

## APPENDIX-32: GO TEAM / SAT KIT CHECKLIST

	ITEM	REQUIRED	CURRENT	RESPONSIBLE DEPARTMENT	CONTROLLED BY	DATE TIME
1	Luggage, Large Size	4	**	Admin		
2	Flight Bag	4		Admin		
3	3- dial TSA Lock & cable- 50"	4		Admin		
4	Tablet PC	4	**	OCC		
5	GSM Card	4	**	IT		
6	UPS	TBD	**	IT		
7	Powerbank	4	**	IT		
8	Generator	TBD	**	IT		
9	USB, 1 Tb	TBD	**	IT		
10	Company Emergency Response Plan	4		Quality		
11	Contact Lists	4		Quality		
12	Documents & Forms Pack/E-versions	TBD	**	Quality		
13	Map or Plan of Area	TBD	**	Admin		
14	First Aid Kit	4		Admin		
15	Survival Kit	4		Admin		
16	Hygiene/Sanitation Kit	4		Admin		
17	Stationery Pack	4		Admin		
18	High Visibility Vest (Corendon Team)	30		Admin		
19	Helmet, Safety	4		Admin		
20	Protective Goggles	4		Admin		
21	Gloves, Non- latex	4 box		Admin		
22	Gloves, Work	4 pair		Admin		
23	Gowns for PPE	4		Admin		
24	Hearing Protection	4		Admin		
25	Safety Boots	4 pair	**	Admin		
26	Glow Sticks	4		Admin		
27	Flashlight and Spare Batteries	4		Admin		
28	Head Lamp	4		Admin		
29	Warning Safety Tapes (500 m)	4		Admin		
30	Tape Measures (60 m)	4		Admin		
31	Compass	4		Admin		
32	Flask 750 ml	4		Admin		
33	Stainless Steel Spork	4		Admin		
34	Rubbish Bags	20		Admin		
35	*Slumberjack	TBD	**	Admin		
36	*Clothing for Extreme Weather Conditions	TBD	**	Admin		
37	*Company credit cards, cash, letter of credit, etc.	Per Staff/Per Group	**	Finance		
38	Travel Arrangements: *Tickets *Accommodation Documents *Transfers	Per Staff	**	Crew Planning		
39	Individual Travel Documents: *Passport *Visas *Landing Card		**	Assigned Staff		
40	Identification Documents: *Personal ID Card *Corendon Staff ID Card *Driver License *DGCA Authorization Card *Individual Credit Cards		**	Assigned Staff		

\*TBD: To be determined according to nature of- crisis.

\*\* Will be provided in case of crisis

## APPENDIX-33: ACTION LOG

	DATE	TIME (UTC)	EVENT	ACTION/REMARKS	NAME	INITIAL
1						
2						
3						
4						
5						
6						
7						
8						
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12						
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14						
15						

## APPENDIX-34: KRİZ DURUMUNDA BİLGİLENDİRME FORMU



<b>Hava Yolu İşletmesi Adı</b>						
<b>Hava Aracı Tescil İşareti / Tipi</b>						
<b>Uçuş Numarası</b>						
<b>Uçuş Rotası</b>		İç Hat	<input type="checkbox"/>	Dış Hat	<input type="checkbox"/>	
<b>Kokpit Ekibi (İsimler)</b>						
<b>Kaptan</b>			<b>F/O</b>			
<b>Kabin Ekibi (İsimler)</b>						
<b>Kabin Ekibi</b>			<b>Diğer</b>			
<b>Kabin Amiri</b>	<b>Kabin Memuru</b>					
<b>A-Yolcu Sayısı</b>						
<b>Toplam</b>	<b>Erkek</b>		<b>Kadın</b>		<b>Çocuk</b>	
	Yerli	Yabancı	Yerli	Yabancı	Yerli	Yabancı
<b>B-Kargo Bilgisi</b>						
<b>Kargo Bilgisi</b>	<b>Yüklendiği Kompartımanı</b>			<b>Miktarı</b>		
<b>C-Tehlikeli Madde</b>						
<b>Tehlikeli Madde Bilgisi</b>	<b>UN Kodu</b>			<b>Miktarı</b>		
<b>D-Formu Gönderenin</b>						
<b>Adı Soyadı</b>	<b>Görevi</b>	<b>Tarih</b>	<b>İmza</b>			

Ek:Yolcu Listesi

Kriz Durumunda Bilgilendirme Formu

APPENDIX-35: YOLCU LİSTESİ (KRİZ DURUMUNDA BİLGİLENDİRME FORMU EKİ)

	AD, SOYAD	CİNSİYET	YAŞ	MİLLİYET
1				
2				
3				
4				
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### APPENDIX-36: KENYON INCIDENT UPDATE

<b>Person reporting incident:</b>			
<b>Name:</b>			
<b>Company Name:</b>		<b>Title:</b>	
<b>Phone Number:</b>		<b>E-Mail:</b>	
<b>What is the home base of the aircraft?</b>			
<b>Which airport did the aircraft depart from?</b>			
<b>Name</b>		<b>3 Letter Designator</b>	
<b>Time(Local/UTC)</b>		<b>Flight Number</b>	
<b>Did the aircraft have a scheduled stop?</b>			
<b>Name</b>		<b>3 Letter Designator</b>	
<b>Arrival time (Local/UTC)</b>		<b>Departure Time (Local/UTC)</b>	
<b>Did the aircraft have a second scheduled stop?</b>			
<b>Name of airport?</b>		<b>3 Letter Designator</b>	
<b>Arrival time (Local/UTC)</b>		<b>Departure time (Local/UTC)</b>	
<b>What was the aircraft's destination?</b>			
<b>Name</b>		<b>3 Letter Designator</b>	
<b>What was the scheduled arrival time? (Local/UTC)</b>			
<b>What is the location of the incident?</b>			
<b>Country</b>		<b>Town/City</b>	
<b>Location or Grid Reference</b>			
<b>Time of Incident (Local/UTC)</b>			
<b>Contact Person at Incident Location:</b>			
<b>Contact number:</b>			
<b>How many passengers on board?</b>		<b>How many crews?</b>	
<b>Are these numbers from a preliminary or reconciled manifest?</b>			
<b>Any other information:</b>			

## APPENDIX-37: GENERAL INCIDENT ACTIVATION INFORMATION



### GENERAL INCIDENT ACTIVATION INFORMATION

This basic form will be completed for all incidents, then continue with the appropriate specific incident detail form for: *Aviation, Transportation Non-Aviation, or Non-Transportation-Other*

Kenyon completing the form:		Date / Time call started:	
Person reporting the incident:			
First Name:	Last Name:		
Job title:	Email Address:		
Call back numbers in case disconnected:		Company Name:	
Country Code: +			
Landline Phone: +			
Mobile Phone: +			
		Parent Company Name:	
Will you be the point of contact for incident related questions: YES <input type="checkbox"/> Same contact as above			
If NO, who will be the contact for the incident			
NEW CONTACT information:			
First Name:	Last Name:		
Job title:	Email Address:		
Country Code: +			
Landline Phone: +			
Mobile Phone: +			
Are you calling to: <input type="checkbox"/> ACTIVATE Kenyon <input type="checkbox"/> ALERT Kenyon or is this a <input type="checkbox"/> Drill/Exercise			

<p><b>If calling to ACTIVATE:</b></p> <p>Which services are you requesting to have activated:</p> <p><input type="checkbox"/> Disaster Recovery Services (Search &amp; Recovery, Morgue, ID, Repatriation, Personal Effects)</p> <p><input type="checkbox"/> Disaster Human Services (Family Assistance Center, Special Assistance Team, Mental Health)</p> <p><input type="checkbox"/> Call Center</p> <p><input type="checkbox"/> Crisis Communications</p> <p><input type="checkbox"/> Media Call Center</p> <p><input type="checkbox"/> Disaster Services (Advisory Service)</p> <p><input type="checkbox"/> Emergency Operations Support Center (EOSC)</p> <p><input type="checkbox"/> Government On Demand Services (Tick each service requested):</p> <p>1. Incident Coordination Team (Data Management) <input type="checkbox"/> 3. Personal Property and Evidence Services <input type="checkbox"/></p> <p>2. Missing Persons Center <input type="checkbox"/> 4. Legal Services <input type="checkbox"/></p> <p><input type="checkbox"/> Other</p>	
<p>What type of incident is this:</p> <p><input type="checkbox"/> Aviation <input type="checkbox"/> Transportation NON-Aviation <input type="checkbox"/> NON-Transportation - Other</p>	

**CONTINUE & COMPLETE THE INCIDENT FORM ACCORDING TO TYPE OF INCIDENT**

## KENYON EMERGENCY SERVICES

### AVIATION INCIDENT

Date:	Local Time of incident:		
Location of Incident:	Country:	City:	State/Province:
Brief Description of accident:			
_____			
_____			
_____			
_____			

<b>Routing of flight (origin, scheduled stops, destination)</b>	
What is the Flight Number:	
Flight Departure from what airport:	Scheduled Departure Time:
Flight Arrival scheduled airport:	Scheduled Arrival Time:
Any connection stops? Yes <input type="checkbox"/> No <input type="checkbox"/>	
Is the flight a code-share? If yes, detail other flight number:	
If Connection stop:	Flight Connection Airport:
If accident occurred at airport: Is the Airport open?	

Number of Passengers:	Number of Crew:
-----------------------	-----------------

<b>FOR MEDIA CALLS:</b> What is the company's contact name and telephone number?	
Country Code:	Telephone Number: +
Contact Name:	Email:

Kenyon FTE completing the form:	Time call ended:
---------------------------------	------------------



APPENDIX-38: WORK AUTHORIZATION AGREEMENT

KENYON INTERNATIONAL EMERGENCY SERVICES

Work Authorization Agreement

Serial Number: <#>

In accordance with the Service Agreement between <CLIENT NAME PER AGREEMENT> ('Client') and Kenyon International Emergency Services (Kenyon') effective <DATE OF SIGNED AGREEMENT>, the Client hereby authorises Kenyon to commence the following services:

- Disaster Recovery Services
- Crisis Communications Response Service
- Disaster Human Services
- Kenyon International Call Centre Service
- Media Call Centre Service
- Other:

This includes the activation of a Kenyon-based Crisis Management Centre to support the administration and logistics of the operation. All associated expenses for services rendered, supplies and equipment provided by Kenyon will be billed in accordance with the Service Agreement as well as the current Kenyon Rate Schedule.

The required staff will be assigned to support the activated services. The number of positions required may change throughout the response to support current requirements. All positions will be billed in accordance with the current Kenyon Rate Schedule. A list of assigned positions is available on request.

**Client Authorisation:**

**Kenyon Authorisation:**

Signed: \_\_\_\_\_

Signed: \_\_\_\_\_

Name: \_\_\_\_\_

Name: \_\_\_\_\_

Position: \_\_\_\_\_

Position: \_\_\_\_\_

Date: \_\_\_\_\_

Date: \_\_\_\_\_

Please return the signed Agreement as soon as possible to Kenyon to:

E-mail to: CMCX@kenyoninternational.com (To be advised upon activation)



## APPENDIX-40: AIRCRAFT INFORMATION FORM

AIRCRAFT:		
Registration/Type		
Serial Number		
Manufacturer Company/Country		
Wingspan		
Height		
Lenght		
Airframe TSN/CSN		
Maximum Takeoff Weight		
Fuel Capacity		
Passanger Capacity		
ENGINES:		
	Engine No: 1	Engine No: 2
Manufacturer		
Model/Serial Number		
TSN/CSN		
Last Shop Visit		
CSN		
APU:		
Manufacturer/Model		
P/N-S/N		
TSN/CSN		
RADIO & NAVIGATION EQUIPMENT:		
HF Transceiver		
VHF Transceiver		
VOR Marker Beacon		
DME Interrogator		
ADF Receiver		
TCAS Computer		
ATC Transponder		
WX RADAR Transceiver		
Radio Altimeter		
Multi Mode Receiver		
EGPWS		
Audio Control Panel		
Flight Management Computer(FMC)		
Flight Control Computer		
Mode Control Panel(MCP)		
Air Data Inertial Reference Unit		
Flight Data Recorder(FDR)		
Cockpit Voice Recorder(CVR)		
MAINTENANCE INFORMATION:		
FLIGHT INFORMATION:		



### APPENDIX-42: EQUIPMENT/DOCUMENT DELIVERY RECORD

<b>DELIVERED</b>	<b>EQUIPMENT:</b>	
	<b>DOCUMENT:</b>	
<b>SERIAL NUMBER:</b>		
<b>APPROVAL OF:</b>		
<b>INFORMATION TO:</b>		
<b>PURPOSE OF DELIVERY:</b>		
<b>DELIVERED BY:</b>		
<b>DELIVERED TO:</b>		
<b>DELIVERY DATE:</b>		
<b>RETURN DATE:</b>		
<b>REMARKS:</b>		

<b>NAME:</b>		<b>NAME:</b>	
<b>DATE:</b>		<b>DATE:</b>	
<b>SIGNATURE:</b>		<b>SIGNATURE:</b>	

## APPENDIX-43: REPLACEMENT ROSTER

	DATE	TIME (UTC)	ROLE TO BE REPLACED	PERSON OFF DUTY	PERSON ON DUTY
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					
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21					
22					
23					
24					
25					
26					
27					
28					
29					
30					
31					

### APPENDIX-44: HANDOVER RECORD

<b>ROLE:</b>			
<b>DEPARTMENT:</b>			
<b>ITEMS REQUIRING IMMEDIATE ATTENTION:</b>			
<b>OUTSTANDING ACTIONS:</b>			
<b>PROBLEM/ISSUES:</b>			
<b>HANDOVER BRIEFING:</b>	<b>YES/NO</b>	<b>ACTION LOG:</b>	<b>YES/NO</b>

HANDOVER FROM:		HANDOVER TO:	
<b>NAME:</b>		<b>NAME:</b>	
<b>DATE:</b>		<b>DATE:</b>	
<b>SIGNATURE:</b>		<b>SIGNATURE:</b>	

APPENDIX-45: PASSENGER REGISTRATION FORM (YOLCU KAYIT FORMU)

YOLCU/PASSENGER		
İsim Name		
Adres Adress		
Telefon Numarası Phone Number		
Konaklama/Otel Accommodation		
Sonraki Uçuş (No.) Next Flight		
Yerel Ulaşım Local Transport		
Sonraki 72 saat içinde bu kişiyle nereden bağlantı kurulacağı Point of Contact for next 72 hours		
HABER VERİLECEK KİŞİ/PEOPLE WILL NOTICE		
İsim Name		
İlişkisi Kinship		
Telefon Numarası Phone Number		
Herhangi bir sağlık sorunun yok./I do not have any health problems.	Evet/Yes Hayır/No	
Tüm bagajlarımı teslim aldım./I have received all my luggage.	Evet/Yes Hayır/No	
	<b>KAYIT EDEN</b> <b>PERSON WHO RECORD</b>	<b>ONAYLAYAN</b> <b>APPROVED BY</b>
Ad, Soyad/Name and Surname:		
İmza/Signature:		
Tarih, Saat/Date and Time:		

## APPENDIX-46: RECORD of STATEMENT

<b>NAME:</b>	
<b>DEPARTMENT:</b>	
<b>POSITION:</b>	
<b>MISSION ON THE OCCURRENCE TIME:</b>	
<b>OCCURRENCE DESCRIPTION:</b>	

The above expression belongs to me.  
It is written without being under any influence or pressure.

<b>NAME:</b>	
<b>DATE:</b>	
<b>SIGNATURE:</b>	

*These record will be used just for in-company investigations. It does not have any legal meaning.*

APPENDIX-47: POST INCIDENT REPORT

<b>CASE:</b>	
<b>DEPERTMANT:</b>	
<b>ROLE:</b>	
<b>IMPORTANT ISSUES:</b>	
<b>PROBLEMS ENCOUNTERED:</b>	
<b>SUGGESTIONS:</b>	

<b>NAME:</b>	
<b>DATE:</b>	
<b>SIGNATURE:</b>	

## APPENDIX-48: COMMUNICATION PLAN

### A. Acknowledgment of Occurrence and Social Media Message (15<sup>th</sup> Minute Massage):

#### TÜRKÇE:

Az önce alınan üzücü bir habere göre; ..... sefer sayılı Boeing 737-800 tipi ... isimli Corendon Airlines'a ait uçak, ..... tarihinde .... saatinde..... hava sahasında bir kaza sonucu düşmüştür. Kazaya anında müdahale edilmiş olup, konuyla ilgili olarak soruşturma ivedilikle başlatılmıştır. Soruşturma tarafımızca titizlikle takip edilmektedir. Kaza ile ilgili ayrıntılı açıklama, kaza ile ilgili soruşturmanın sona erip elimizdeki tüm verilerin kesinleşmesinin ardından yapılacaktır. Resmi bilgilerin elimize ulaşmasının ardından yaşanan bu elim kaza ile ilgili tüm gelişmeler, kurum internet sitesi ve sosyal medya hesaplarından kamuoyu ve kazazedelerin yakınlarıyla düzenli olarak paylaşılacaktır. Kamuoyunun bilgisine sunulur,

Corendon Airlines

#### ENGLISH:

We are making this announcement regarding some very sad news that we received a short while ago. We were informed that our Boeing 737-800 ..... (name of plane).....aircraft, flight number ..... crashed on .....(date)..... at .....(hrs) ..... in the ..... airspace. The accident was reported and an investigation started immediately. A detailed statement will be made once the investigation, which we are following closely, is complete and all information has been finalised. Over our website and social media accounts, we will continue to share the official information about the developments of this unfortunate event with the relatives of the survivors and the general public.

Corendon Airlines

#### DEUTSCH:

Wir machen diese Mitteilung bezüglich der traurigen Nachricht, die wir vor kurzem erhalten haben. Wir wurden informiert, dass unsere Boeing 737-800..... (Name des Flugzeugs) ..... Flugzeug, Flugnummer..... am..... (Datum)..... um..... (Uhrzeit) im Luftraum von..... abgestürzt ist..... Der Unfall wurde gemeldet und eine Untersuchung der Unfallursache unmittelbar in die Wege geleitet. Wir verfolgen die Untersuchung der Unfallursache sorgfältig und werden nach den Feststellungen der UrFACHen der Öffentlichkeit davon ausführlich Bericht erstatten. Nachdem uns amtliche Informationen über dieses tragische Ereignis vorliegen, werden wir Sie und die Angehörigen der Opfer darüber über unsere Homepage und unsere Social Media Auftritte regelmäßig in Kenntnis setzen.

Corendon Airlines

#### DUTCH:

Deze mededeling betreft een zeer droef bericht dat wij zojuist ontvingen. Wij hebben informatie gekregen dat door een ongeluk ons vliegtuig Boeing 737-800, ..... (naam van het toestel) ....., vluchtnummer ....., op .....(datum) om ....(tijd) ...uur is neergestort in het ... luchtruim. Er werd onmiddellijk ingegrepen als gevolg van het ongeluk en een onderzoek is gestart. Een gedetailleerde verklaring zal worden gedeeld nadat het onderzoek, welke we zorgvuldig volgen, is afgerond en de informatie voorhanden zekerheid krijgt. Op onze website en op onze pagina's in de sociale media zullen

wij de verkregen officiële informatie over dit treurig ongeluk publiceren en blijven delen met de familieleden van de slachtoffers en met het publiek.

## B. Press Statement and Social Media Message (30<sup>th</sup> Minute Message):

### TÜRKÇE:

Corendon Airlines olarak, ..... sefer sayılı Boeing 737-800 tipi ... isimli uçağın ..... tarihinde.... saatinde..... hava sahasında elim bir kaza sonucu düştüğünü öğrenmiş bulunmaktan dolayı derin bir üzüntü içerisindeyiz.

Şu ana kadar elimize resmi kaynaklardan ulaşan verilere göre: .....

Ayrıntılı açıklama, titizlikle takip edilen soruşturmanın sona ermesinin ve konuyla ilgili verilerin kesinleşmesinin ardından yapılacaktır. Kesinleşmiş resmi bilgilerin kurumumuza ulaşmasının ardından, yaşanan elim olay ile ilgili gelişmeleri, kurum internet sitesi ve sosyal medya hesaplarından kamuoyu ve kazazede yakınlarıyla düzenli olarak paylaşılacaktır.

Kamuoyunun bilgisine sunulur,

Corendon Airlines

### ENGLISH:

We are deeply saddened to learn that our Boeing 737-800 .....(name of plane).....aircraft, flight number ..... crashed on .....(date)..... at .....(hrs) .....in the ..... airspace as a result of an unfortunate accident.

The data and information provided to us by the official authorities until now is as follows:...

A detailed statement will be made once the investigation, which we are following closely, is complete and all information has been finalised. Over our website and social media accounts, we will continue to share the official information about the developments of this unfortunate event with the relatives of the survivors and the general public.

Corendon Airlines

### DEUTSCH:

Wir sind zutiefst betroffen zu erfahren, dass unsere Boeing 737-800..... (Name des Flugzeugs)..... Flugzeug, Flugnummer..... am..... (Datum)..... um..... (Uhrzeit) im Luftraum von ..... nach einem bedauerlichen Unfall abgestürzt ist.....

Die Daten und Informationen, die uns durch die zuständigen Behörden bis jetzt gegeben wurden, sind folgende:...

Wir verfolgen die Untersuchung der Unfallurache sorgfältig mit und werden nach den Feststellungen der Ursachen der Öffentlichkeit ausführlich davon Bericht erstatten. Nachdem uns amtliche Informationen über dieses tragische Ereignis vorliegen, werden wir Sie und die Angehörigen der Opfer über unsere Homepage und unsere Social Media Auftritte regelmäßig darüber in Kenntnis setzen.

Corendon Airlines

## DUTCH:

Wij zijn diep bedroefd! Wij ontvingen bericht dat ons vliegtuig Boeing 737-800, .....(naam van het toestel)....., vluchtnummer ....., door een ongeluk op .....(datum) ....om ...(tijd).....uur is neergestort in het ... luchtruim.

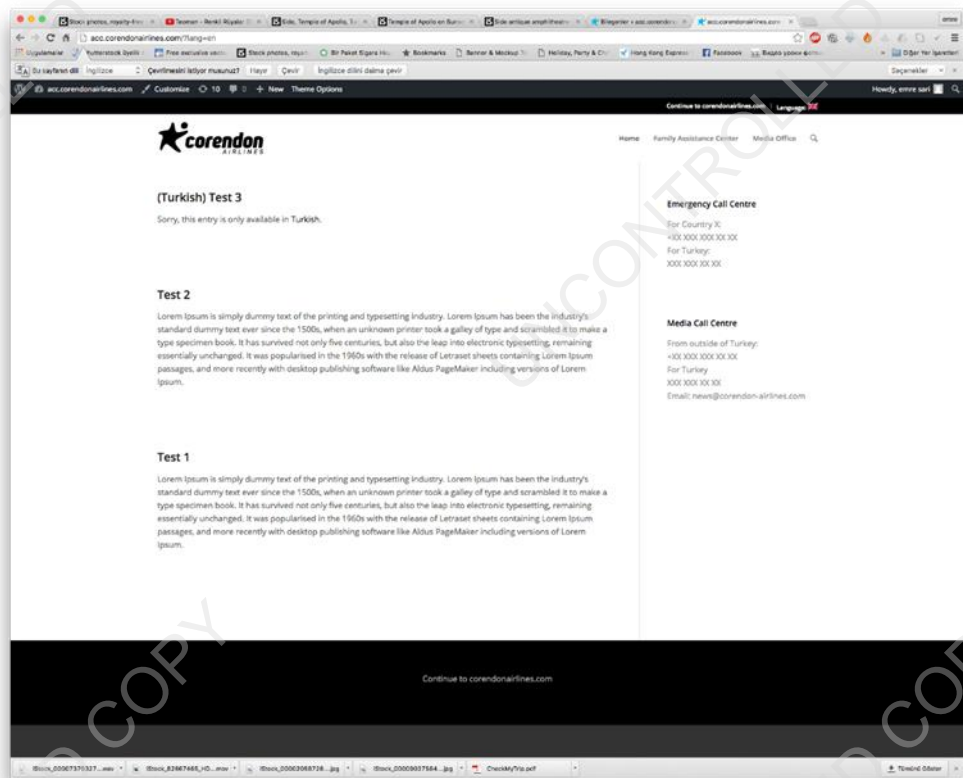
De gegevens en informatie die wij tot nu toe van de officiële autoriteiten hebben gekregen, is als volgt: .....

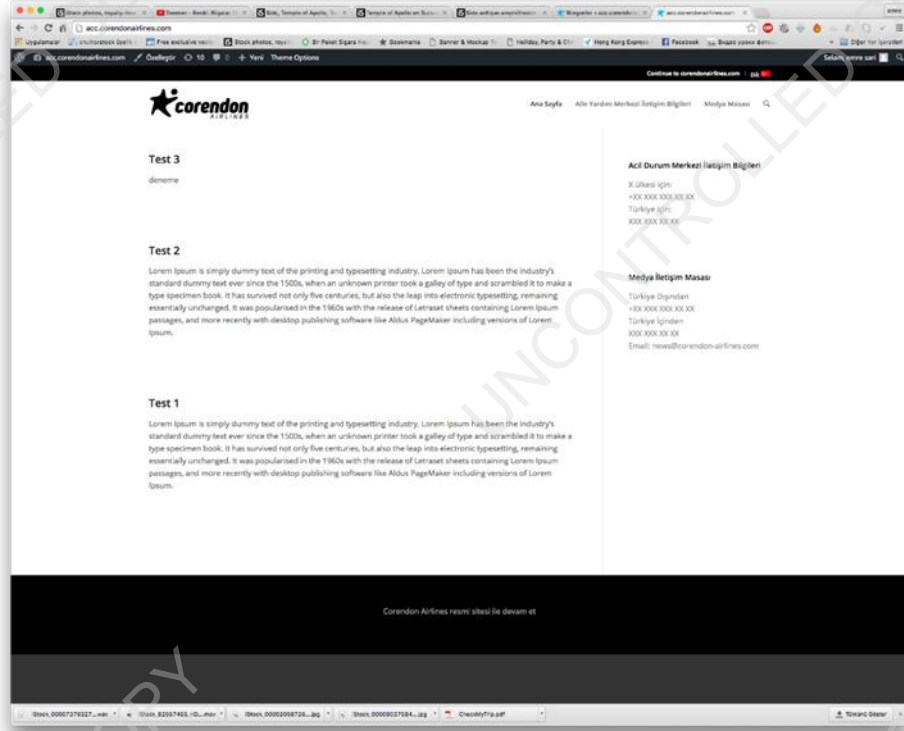
Een gedetailleerde verklaring zal worden gedeeld nadat het onderzoek, welke we zorgvuldig volgen, is afgerond en de informatie voorhanden zekerheid krijgt. Op onze website en op onze pagina's in de sociale media zullen wij de verkregen officiële informatie over dit treurig ongeluk publiceren en blijven delen met de familieleden van de slachtoffers en met het publiek.

Corendon Airlines

## **C. Web Dark Site (45th Minute Activation):**

The dark website template shown below, which is ready to activate at any time, will be activated by IT Specialist Emre SARI (deputy: Chief IT Officer Engin ÇELIKTUĞ) after the responsible CC&PR person has sent them the website texts.





## D. First message to put in Web Dark Site:

### TÜRKÇE:

..... tarihinde bizleri ve tüm ülkeyi yasa boğan acı bir haber aldık.. ..... sefer sayılı Boeing 737-800 tipi ... isimli uçağımız ..... tarihinde.... saatinde.... hava sahasında bir kaza sonucu düşmüştür. Bu kaza ile ilgili sahadan gelen ilk bilgiler, kazanın boyutlarını açıkça ortaya koymaktadır.

Kaza anından bu ana kadar kazazedeleri kurtarmak, ailelerine bilgi ve destek sağlamak ve bu kazanın sebebini tespit etmek için her türlü gayretin gösterilmekte olduğu konusunda sizleri temin ederiz. Buradan kaza sahasında görev alan tüm kurtarma ekiplerine ve yardıma koşan herkese en derin minnetlerimizi sunarız. Şirketimizin tüm departmanları günün ve gecenin hangi saati olursa olsun yardım gereken her konuda üstlerini düşeni yapmak için seferber olmuşlardır.

Ayrıntılı açıklama, titizlikle takip edilen soruşturmanın sona erip, elimizdeki verilerin kesinleşmesini takiben yapılacaktır. Resmi bilgilerin elimize ulaşmasının ardından, yaşanan elim olay ile ilgili gelişmeleri, internet sitemiz ve sosyal medya hesaplarımızdan kamuoyu ve kazazede yakınlarıyla düzenli olarak paylaşacağız.

Corendon Airlines

### ENGLISH:

On .....(date)..... we received some sad news that has caused us and our nation deep grief. One of our aircraft - Boeing 737-800.....(name of plane) ....., flight number ....., crashed on .....(date) .....at .....(hrs) in the .... airspace as a result of an accident. The first information provided to us regarding the crash clearly shows the seriousness of this tragedy.

We assure you that, since the accident, all possible efforts have been and are still being made to rescue the survivors, to inform and support their families and to establish the cause of the accident. Our sincere gratitude and respect goes out to all the rescue teams and volunteers who are working on the accident site. All departments in our company are working day and night to assist them in every possible way and to take the necessary action.

A detailed statement will be made once the investigation, which we are following closely, is complete and all information has been finalised. Over our website and social media accounts, we will continue to share the official information about the developments of this unfortunate event with the relatives of the survivors and the general public.

## **DEUTSCH:**

Am..... (Datum)..... haben wir die traurige Nachricht erhalten, die bei uns und unserer Nation tiefe Trauer ausgelöst hat. Eines unserer Flugzeuge - Boeing 737-800..... (Name des Flugzeugs)...., Flugnummer....., ist am..... (Datum)..... um..... (Uhrzeit) abgestürzt. Erste Informationen bezüglich des Unfalls, die uns zur Verfügung gestellt worden sind, zeigen den Ernst dieser Tragödie. Wir versichern Ihnen, das seit dem Unfall alle möglichen Anstrengungen unternommen worden sind und noch unternommen werden, um Überlebende zu retten, ihre Familien zu informieren und zu unterstützen und die Ursache des Unfalls aufzuklären. Unser aufrichtiger Dank und Respekt gilt allen Rettungsmannschaften und Freiwilligen, die an der Absturzstelle arbeiten. Alle Abteilungen unseres Unternehmens arbeiten unermüdlich Tag und Nacht, um ihnen auf jede mögliche Weise zu helfen und die notwendigen Maßnahmen durchzuführen.

Wir verfolgen die Untersuchung der Unfallursache sorgfältig mit und werden nach den Feststellungen der UrFAChen der Öffentlichkeit ausführlich davon Bericht erstatten. Nachdem uns amtliche Informationen über dieses tragische Ereignis vorliegen, werden wir Sie und die Angehörigen der Opfer über unsere Homepage und unsere Social Media Auftritte regelmäßig darüber in Kenntnis setzen.

Corendon Airlines

## **DUTCH:**

Op .....(datum) ..... ontvingen wij tragisch nieuws, dat ons bedrijf en ook ons land ten zeerste bedreeft. Eén van onze vliegtuigen, Boeing 737-800, ....(naam van het toestel)...., vluchtnummer ....., is op .....(datum) ... om .....(tijd) .....uur neergestort in het luchtruim van ..... als gevolg van een ongeluk. De eerste berichtgeving over het ongeluk toont duidelijk hoe serieus deze tragedie is. Wij kunnen verzekeren, dat vanaf het moment van het ongeluk tot nu toe alles in het werk wordt gesteld om de overlevenden te redden, om de families te informeren en te steunen en om de oorzaak van het ongeluk vast te stellen. Wij zijn dankbaar en hebben groot respect voor de leden van de reddingsteams en alle vrijwilligers die op de plaats van het ongeluk meehelpen. Alle afdelingen van ons bedrijf werken continu dag en nacht door om hen op elke mogelijke manier te assisteren en de noodzakelijke acties te ondernemen.

Een gedetailleerde verklaring zal worden gedeeld nadat het onderzoek, welke we zorgvuldig volgen, is afgerond en de informatie voorhanden zekerheid krijgt. Op onze website en op onze pagina's in de sociale media zullen wij de verkregen officiële informatie over dit treurig ongeluk publiceren en blijven delen met de familieleden van de slachtoffers en met het publiek.

Corendon Airlines

## E. TV Conference (Accountable Manager Speech-The Day after the Incident at the latest. Video Message from the CEO)

### TÜRKÇE:

Ben Yıldırım KARAER. Corendon Airlines'ın Genel Müdürüyüm. Sizlere bu açıklamayı az önce aldığımız çok üzücü bir haber üzerine yapıyorum. .... sefer sayılı Boeing 737-800 tipi ... isimli uçağımızın .... tarihinde.... saatinde..... hava sahasında bir kaza sonucu düştüğünü öğrenmiş bulunuyoruz. Bu kaza ile ilgili .....'den gelen ilk bilgiler ve elimize ulaşan ilk fotoğraflar, kazanın boyutlarını açıkça ortaya koymaktadır. Kaza anından bu ana kadar kazazedeleri kurtarmak, ailelerine bilgi ve destek sağlamak ve bu kazanın sebebini tespit etmek için her türlü gayret gösterilmektedir.Şahsım ve Corendon Airlines adına, kaza sahasında görev alan tüm kurtarma ekiplerine ve yardımını esirgemeyen gönüllülere minnetlerimi sunmak istiyorum. Şirketimizin tüm departmanları günün ve gecenin hangi saati olursa olsun yardım gereken her konuda üstlerini düşeni yapmak için seferber olmuş durumda.

Çok büyük üzüntü ve keder içerisindeyiz. Kazada hayatını kaybeden yolcularımıza Allah'tan rahmet, kederli ailesine/ailelerine başsağlığı dileriz. Kazada yaralananlara ve vefat eden yolcularımızın ailelerine Corendon Airlines olarak her türlü desteği sağlayacağımızı belirtmek isterim.

Kazadan etkilenen tüm ailelere doğru ve kesin bilgiler aktarmak ve gerekli yardımda bulunmak için tüm gücümüzle çalışmaya devam edeceğiz. Bu kederli süreçte, bize mesajları ve paylaşımları ile destek veren herkese sonsuz teşekkür ederiz. Bu kaza ile ilgili en doğru kaynaklardan temin edilmiş resmi bilgileri, web sitemizden, sosyal medya hesaplarımızdan ve kriz iletişim birimlerimizden kamuoyu ve kazazede yakınları ile sürekli olarak paylaşacağız.

### ENGLISH:

I am Yıldırım KARAER, General Director of Corendon Airlines. A little while ago we received some very sad news and related to this, I would like to make the following statement.

We were informed that our Boeing 737-800 .....(name of plane).....aircraft, flight number ..... crashed on .....(date)..... at .....(hrs) ..... in the airspace of .... as a result of an accident. The first information and images released by ..... (name of company) ..... clearly show the seriousness of this accident. Since the accident, everything has been and is still being done to rescue the survivors, to inform and support their families and to establish the cause of the accident. Personally, and in the name of my company, I would like to express my sincere respect and gratitude to all rescue teams and volunteers working on the accident site. All the departments of our company are working day and night to assist in every way possible and to take the necessary action.

We feel great sadness and grief. We offer our condolences to all families involved. We at Corendon Airlines will continue to do our best to support the survivors and their families affected by this accident. We will provide them with accurate and official information and will do our utmost to arrange the necessary support and help for them.

Furthermore, we would like to thank everybody for the messages of interest and support they have sent us in this time of grief. Official information from the authorities concerned is being published on our website and on our social media accounts. Our crisis contact center will continue to share the information available with the relatives of the survivors and the general public.

### DEUTSCH

Ich bin Yıldıray KARAER, Generaldirektor von Corendon Airlines. Ich mache diese Erklärung aufgrund einer sehr traurigen Nachricht, die uns vor kurzem erreicht hat.

Wir wurden informiert, dass unsere Boeing 737-800 ..... (Name) ..... Flugzeug, Flugnummer ..... am ... ..... (Datum) ..... um ..... (Uhrzeit) im Luftraum von..... abgestürzt ist ..... Erste Information und Bilder über den Unfall, von ..... (Name des Unternehmens) freigegeben, zeigen deutlich den Ernst dieses Unfalls. Seit dem Unfall ist alles mögliche getan worden und wird noch getan, um die Überlebenden zu retten, ihre Familien zu informieren und zu unterstützen und die UrFAche des Absturzes zu ermitteln. Persönlich und im Namen meines Unternehmens möchte ich meine aufrichtige Dankbarkeit für alle Rettungskräfte und freiwilligen Helfer zum Ausdruck bringen, die an der Absturzstelle arbeiten. Alle Abteilungen unseres Unternehmens arbeiten Tag und Nacht daran, auf jede mögliche Art und Weise zu helfen und alle notwendigen Maßnahmen zu ergreifen.

Wir sind in großer Trauer. Wir drücken unser Beileid allen betroffenen Familien aus. Wir werden auch weiterhin unser Bestes tun, um die Familien, die von diesem Unfall betroffen sind, zu unterstützen. Wir werden sie mit genauen und offiziellen Informationen versorgen und werden unser Äußerstes tun, um die notwendige Unterstützung zu organisieren und ihnen zu helfen. Außerdem möchten wir uns bei jenen bedanken, die Nachrichten von Interesse geschickt haben und für die Unterstützung, die sie uns in dieser Zeit der Trauer gegeben haben. Die offiziellen Informationen der zuständigen Behörden werden laufend auf unserer Website und den Social Media-Kanälen veröffentlicht. Unser Krisenzentrum wird weiterhin alle Informationen weitergeben, die für die Verwandten der Überlebenden und die breite Öffentlichkeit verfügbar sind.

### **DUTCH:**

Ik ben Yıldıray KARAER, Algemeen Directeur van Corendon Airlines. Kortgeleden ontvingen wij zeer droef nieuws en daarover wil ik graag de volgende mededeling doen.

Wij hebben bericht gekregen dat door een ongeluk tijdens de vlucht onze Boeing 737-800, .....(naam van het toestel)....., vluchtnummer .....op .....(datum) om .....(tijd) uur is neergestort in het luchtruim van .... De eerste informatie en foto's, die over dit ongeluk zijn vrijgegeven door .....(naam van het bedrijf) ..... tonen duidelijk hoe serieus deze tragedie is. Vanaf het moment van het ongeluk tot nu toe wordt alles in het werk gesteld om de overlevenden te redden, om de families te informeren en te steunen en om de oorzaak van het ongeluk vast te stellen. Persoonlijk en mede namens ons bedrijf wil ik graag mijn oprechte respect en dankbaarheid uitspreken aan alle reddingsteams en vrijwilligers die op de plaats van het ongeluk helpen. Alle afdelingen van ons bedrijf werken continu dag en nacht door om hen op elke mogelijke manier te assisteren en de noodzakelijke acties te ondernemen.

Wij voelen een grote droefheid en verdriet. Aan alle betrokken families bieden wij onze condoleances aan. Wij zullen ons best blijven doen om de families die door dit ongeluk geraakt zijn te ondersteunen en hen van de correcte en officiële informatie op de hoogte houden. Alles zal in het werk worden gesteld om de nodige steun en hulp voor hen te regelen en om hen te voorzien van accurate informatie.

Voorts danken wij iedereen die ons in deze droeve tijd berichten van medeleven en steun heeft gestuurd. De officiële informatie van de bevoegde autoriteiten wordt voortdurend op onze website en op onze pagina's in de sociale media gepubliceerd. Ons crisiscentrum zal de beschikbare informatie blijven delen met de families van de overlevenden en met het publiek.

### **F. Prepared Statements for Immediate Response to Media Queries:**

## TÜRKÇE:

Corendon Airlines'a ait ..... sefer sayılı Boeing 737-800 tipi ... isimli uçak .... tarihinde.... saatinde.... hava sahasında bir kaza sonucu düşmüştür. Bu kaza ile ilgili sahadan gelen ilk bilgiler, kazanın boyutlarını açıkça ortaya koymaktadır.

Kaza anından bu ana kadar kazazedeleri kurtarmak, ailelerine bilgi ve destek sağlamak ve bu kazanın sebebini tespit etmek için her türlü gayret gösterilmektedir. Corendon Airlines'ın tüm departmanları günün ve gecenin hangi saati olursa olsun olay yerindeki ekiplere ve yolcularımızın ailelerine yardım gereken her konuda üstlerini düşeni yapmak için seferber olmuşlardır.

Medya mensuplarının sorularını cevaplamak için..... Otel'inin ..... Salonu'nda bir medya ofisimiz kurulmuştur. 7/24 bilgi alabileceğiniz bu ofisin yanı sıra resmi otoritelerden ve olay yerinden gelen en doğru bilgileri ve Corendon Airlines sözcülerinin açıklamaları düzenli olarak sizlerle paylaşılmaya devam edilecektir.

Medya Ofisi Adres:

Medya Ofisi Telefon:

## ENGLISH:

One of the aircraft in Corendon Airlines' fleet - Boeing 737-800 .....(name of plane) ....., flight number ....., crashed on .....(date) .....at .....(hrs) in the ..... airspace as a result of an accident. The first information provided regarding the crash clearly shows the seriousness of this tragedy.

Since the accident, all possible efforts have been and are still being made to rescue the survivors, to inform and support their families and to investigate the cause of the accident. All departments in our company are working day and night to help the on-site team and passengers' families in every possible way and to take the necessary action.

We have set up a media office in the ..... hotel's ..... meeting room where we will respond to media enquiries. In addition to this office, we will be sharing the latest official information with you via press releases, meetings, a speech by our spokesperson and through our website.

Media Office Address:

Media Office Call Center:

## DEUTSCH

Eines unserer Flugzeuge - Boeing 737-800 ..... (Name) ....., Flugnummer....., ist am..... (Datum)..... um..... (Uhrzeit) im Luftraum von..... abgestürzt. Die ersten Informationen über den Absturz von ..... (Firmenname ) ..... zeigen den Ernst dieses Unfalls. Seit dem Unfall sind alle möglichen Anstrengungen unternommen worden und werden noch unternommen, um Überlebende zu retten, zu informieren, ihre Familien zu unterstützen und die UrFAChe des Absturzes zu untersuchen. Alle Abteilungen unseres Unternehmens arbeiten Tag und Nacht, um den Vor-Ort-Teams und den Familien der Passagiere in jeder möglichen Weise zu helfen und alle notwendigen Maßnahmen zu ergreifen.

Wir haben ein Medienbüro im ..... Hotel ..... Tagungsraum eingerichtet, um auf Medienanfragen zu reagieren. Zusätzlich zu diesem Büro, werden wir Ihnen die neuesten offiziellen

Informationen über Pressemitteilungen, Meetings, eine Pressemitteilung durch unseren Sprecher und über unsere Website mitteilen.

Medienbüro Adresse:

Medienbüro Call Center:

## **DUTCH:**

Eén van onze vliegtuigen, Boeing 737-800, ....(naam van het toestel)...., vluchtnummer ....., is op .....(datum) ... om .....(tijd) .....uur neergestort in het luchtruim van .... als gevolg van een ongeluk. De eerste berichtgeving over het ongeluk toont duidelijk hoe serieus deze tragedie is.

Vanaf het moment van het ongeluk tot nu toe wordt alles in het werk gesteld om de overlevenden te redden, om de families te informeren en te steunen en om de oorzaak van het ongeluk vast te stellen. Alle afdelingen van ons bedrijf werken continu dag en nacht door om de teams ter plaatse op elke mogelijke manier te assisteren, de getroffen families van de passagiers bij te staan en de noodzakelijke actieS te ondernemen.

Wij hebben een Media Bureau opgezet in het ....(naam hotel).... in.....(plaatsnaam) .... Om 24/7 vragen van de media te beantwoorden. Verder zal de up-to-date en officiële informatie voortdurend worden gedeeld via persberichten en persbijeenkomsten, via onze pers-woordvoerders en via onze website.

Adres Media Bureau:

Media Bureau Call Center:

## **G. Prepared Statement to Inform Company Employees about the Incident: (30 minute message)**

### **TÜRKÇE**

Sizlere bu açıklamayı az önce aldığımız çok üzücü bir haber üzerine yapıyoruz. .... sefer sayılı Boeing 737-800 tipi ... isimli uçağımızın ..... tarihinde.... saatinde..... hava sahasında bir kaza sonucu düştüğünü öğrenmiş bulunmaktayız. Bu kaza ile ilgili .....’den gelen ilk bilgiler, kazanın boyutlarını açıkça ortaya koymaktadır.

Çok büyük üzüntü ve keder içerisindeyiz. Bu uçuşta görev başında olan ve bu kazada hayatını kaybeden mürettebatımız ..... ‘in ve tüm yolcularımızın ailelerine başsağlığı diliyoruz. Ailelerimizin her daim yanlarında olacağız, onlara gerekli bilgi ve desteği kurum olarak sağlayacağız. Bu kazanın sebebini tespit etmek için Corendon Airlines olarak tüm gayreti göstereceğiz.

Sizlerle, bu kaza ile ilgili açıklanan tüm resmi bilgileri düzenli olarak paylaşacağız. Bu, şirketimiz adına çok üzüntülü ve önemli süreci en iyi şekilde yönetebilmek ve medyada ve sosyal medyada bilgi kirliliği yaratmamak için tüm resmi bilgileri kamuoyuyla çağrı merkezimiz, internet sitemiz ve sosyal medya kanallarımız üzerinden paylaşmaya devam edeceğiz. Bu kederli süreçte, tüm çalışma arkadaşlarımdan günün veya gecenin hangi saati olursa olsun gereken her konuda üstlerine düşeni yapmalarını rica ediyorum.

Sizlerden ricamız, bu kritik süreçte 3. şahıs veya şirketlere hiçbir surette açıklama yapmamanız ve size kazazede aileleri, iş ortaklarımız veya medya mensupları tarafından yöneltilen soruları direkt çağrı merkezimize yönlendirmeniz. Çağrı merkezimize gelen sorular “Aile Yardım Merkezine” veya “Medya Ofisine” yönlendirilecektir. Hepinizden bu zor süreçte, bizlerden ve çalışma arkadaşlarınızdan desteklerinizi esirgememenizi rica ediyorum.

Saygılarımla,

Yıldıray KARAER

**ENGLISH:**

A short while ago we received some very sad news and related to this, we would like to make the following statement. We were informed that our Boeing 737-800 .....(name of plane).....aircraft, flight number ..... crashed on .....(date)..... at .....(hrs) ..... in the airspace of .....due to an accident. The first information and images released by .....(name of company) .....regarding this accident clearly show the seriousness of this tragedy.

We feel great sadness and grief. The names of our crew who were on duty on this flight are ..... We offer our condolences to all families of our crew and passengers involved. We will continue to do our best to support the families and will do our utmost to arrange the necessary support and help for them and to establish the cause of the accident.

We will share accurate information received from official authorities with you continuously. In order to manage this very important and sad situation in the best way and avoid misinformation, we will supply the accurate and official information to the public through our call center, website and social media channels.

In this time of great sadness, I ask my employees to please work day and night to assist in every way possible and take the necessary action.

Please may we ask you to not share any information whatsoever with third parties and to direct the questions addressed to you by the families of survivors, media members and partner companies to our call center. Our call center will direct these questions to our “Media Office” or “Special Assistance Center” depending on the nature of the question. Please provide all your support to us and your colleagues during this very difficult time.

Regards,

Yıldıray KARAER

**DEUTSCH:**

Vor kurzem haben wir eine sehr traurige Nachricht erhalten und ich würde gerne die folgende Erklärung dazu abgeben. Wir wurden informiert, dass unsere Boeing 737-800..... (Name des Flugzeugs)..... Flugzeug, Flugnummer..... am..... (Datum)..... um..... (Uhrzeit) im Luftraum von ..... abgestürzt ist..... Die ersten Informationen und Bilder bezüglich dieses Unfalls, die durch..... (Name der Gesellschaft)..... veröffentlicht worden sind, zeigen den Ernst dieses Unfalls.

Wir empfinden große Traurigkeit. Die Namen unserer Crew, die im Dienst auf diesem Flug waren, sind ... .. Wir drücken allen Familien unserer Besatzung und der Passagiere unser

Beileid aus. Wir werden auch weiterhin unser Bestes tun, um die Familien, die von diesem Unfall betroffen sind, zu unterstützen sowie um die Ursache des Unfalls festzustellen.

Wir werden genaue Informationen weiterleiten, die wir laufend von den zuständigen Behörden erhalten. Um diese sehr wichtige und traurige Situation auf die bestmögliche Weise zu bewältigen und Fehlinformation zu vermeiden, werden wir die genauen und offiziellen Informationen für die Öffentlichkeit durch unser Call-Center, die Website und die Social Media-Kanäle verbreiten.

In dieser Zeit der großen Trauer bitte ich meine Mitarbeiter, Tag und Nacht auf jede mögliche Weise zu helfen und die erforderlichen Maßnahmen zu unterstützen.

Wir bitten Sie, keine Informationen an Dritte weiterzugeben, und die Fragen, die an Sie durch die Familien von Opfern, Pressevertreter und Partnergesellschaften übermittelt werden, an unser Call-Center weiterzuleiten. Unser Call-Center wird diese Fragen an unser "Medienbüro" oder das "Familienhilfezentrum" weiterleiten, je nach Art der Frage. Geben Sie bitte Ihren vollen Einsatz, um uns und Ihre Kollegen während dieser sehr schwierigen Zeit zu unterstützen.

Mit freundlichen Grüßen,

Yıldırım KARAER

**DUTCH:**

Kortgeleden ontvingen wij zeer droef nieuws en daarover wil ik graag het volgende mededelen.

Wij hebben bericht gekregen dat door een ongeluk tijdens de vlucht onze Boeing 737-800, .....(naam van het toestel)....., vluchtnummer .....op .....(datum) om .....(tijd) uur is neergestort in het luchtruim van ..... De eerste informatie en foto's, die over dit ongeluk zijn vrijgegeven door .....(naam van het bedrijf) tonen duidelijk hoe serieus deze tragedie is.

Wij zijn bedroefd en verdrietig. De namen van de crewleden die op deze vlucht dienst hadden, zijn ..... Ons medeleven gaat uit naar de familie en naasten van onze crewleden en passagiers en wij bieden hen onze condoleances aan. Wij zullen de getroffen families te allen tijde bijstaan met informatie en steun. Als Corendon Airlines stellen we alles in het werk om de oorzaak van dit ongeluk te achterhalen.

Van de correcte informatie, zoals wij die doorkrijgen van de bevoegde autoriteiten, wordt iedereen op de hoogte gehouden. Om deze belangrijke en droeve situatie in goede banen te leiden en misinformatie te vermijden zal door het callcenter, op onze website en op de sociale media de correcte en officiële informatie aan het publiek worden verstrekt. In deze moeilijke dagen doen wij hierbij een beroep op alle collega's om je best te doen en je dag en nacht in te zetten om de nodige acties te ondernemen.

Verder verzoeken wij iedereen om geen informatie met derden te delen. Vragen die jullie mogelijk krijgen van familieleden van de slachtoffers, van de pers of van partner-bedrijven dienen ter beantwoording naar het callcenter te worden doorgeleid. Afhankelijk van de inhoud van de vraag zal het callcenter de vraag doorgeven aan het "Media Bureau" of aan het "Crisiscentrum". Geef ons en ook je collega's alle mogelijke steun in hun werk in deze moeilijke dagen.

Met vriendelijke groet,

Yıldırım KARAER

## H. Prepared Statements to Share with the Tour Operators:

### TÜRKÇE

Sizlere bu açıklamayı az önce aldığımız çok üzücü bir haber üzerine yapıyoruz. .... sefer sayılı Boeing 737-800 tipi ... isimli uçağımızın ..... tarihinde.... saatinde..... hava sahasında bir kaza sonucu düştüğünü öğrenmiş bulunmaktayız. Bu kaza ile ilgili .....’den gelen ilk bilgiler, kazanın boyutlarını açıkça ortaya koymaktadır.

Çok büyük üzüntü ve keder içerisindeyiz. Bu kazada hayatını kaybeden yolcularımızın ve uçuşta görev yapan ekibimizin ailelerine başsağlığı diliyoruz. Ailelerimizin her daim yanlarında olacağız, onlara bilgi ve destek sağlayacağız. Bu kazanın sebebini tespit etmek için Corendon Airlines olarak tüm gayreti göstereceğiz.

Sizlerle, bu kaza ile ilgili elde ettiğimiz tüm resmi bilgileri düzenli olarak paylaşacağız. Şirketimiz adına büyük üzüntü kaynağı olan bu önemli süreci en iyi şekilde yönetebilmek,ve bilgi kirliliğinin önüne geçmek için tüm resmi bilgileri kamuoyuyla çağrı merkezimiz, internet sitemiz ve sosyal medya kanallarımız üzerinden paylaşmaya devam edeceğiz.

Sizlerden ricamız, bu kritik süreçte 3. şahıs veya şirketlere hiçbir surette açıklama yapmamanız ve size kazazede aileleri, iş ortaklarımız veya medya mensupları tarafından yöneltilen soruları direkt çağrı merkezimize yönlendirmeniz. Çağrı merkezimize gelen sorular“Aile Yardım Merkezine” veya “Medya Ofisine” yönlendirilecektir.Hepinizden bu zor süreçte bizlerden ve çalışma arkadaşlarınızdan desteklerinizi esirgememenizi rica ediyoruz.

Saygılarımla,

Yıldıray KARAER

### ENGLISH:

A short while ago we received some very sad news and related to this, I would like to make the following statement. We were informed that our Boeing 737-800 ....(name of plane).....aircraft, flight number ..... crashed on .....(date)..... at .....(hrs) ..... in the ..... airspace as a result of an accident. The first information and images released by .....(name of company) .....regarding the accident clearly show the seriousness of this tragedy.

We feel great sadness and grief. We offer our condolences to all families of our crew and passengers involved. We will do our utmost to arrange the necessary support and help for them and to establish the cause of the accident.

We will share accurate information received from the official authorities with you continuously. In order to manage this very important and sad situation in the best way and avoid misinformation, we will supply accurate and official information to the public through our call center, website and social media channels.

Please may we ask you to not share any information whatsoever with third parties and to direct the questions addressed to you by the families of survivors, media members and partner companies to our call center. Our call center will direct these questions to our “Media Office” or “Special Assistance Center”

depending on the type of question. Please provide your all support to us and your colleagues during this very difficult time.

Regards,

Yıldırım KARAER

### **DEUTSCH:**

Vor kurzem haben wir eine sehr traurige Nachricht erhalten und ich würde gerne die folgende Erklärung dazu abgeben. Wir wurden informiert, dass unsere Boeing 737-800..... (Name des Flugzeug)..... Flugzeug, Flugnummer..... am..... (Datum)..... um..... (Uhrzeit) im Luftraum von..... abgestürzt ist..... Die ersten Informationen und Bilder bezüglich dieses Unfalls, die durch..... (Name der Gesellschaft)..... veröffentlicht worden sind, zeigen den Ernst dieses Unfalls.

Wir empfinden große Traurigkeit. Wir drücken allen Familien der Passagiere und unserer Besatzung unser Beileid aus. Wir werden auch weiterhin unser Bestes tun, um die Familien, die von diesem Unfall betroffen sind, zu unterstützen sowie um die Ursache des Unfalls festzustellen.

Wir werden genaue Informationen weiterleiten, die wir kontinuierlich von den zuständigen Behörden erhalten. Um diese sehr wichtige und traurige Situation auf die beste Weise zu bewältigen und Fehlinformation zu vermeiden, werden wir die genauen und offiziellen Informationen für die Öffentlichkeit durch unser Call-Center, die Website und die Social Media-Kanäle verbreiten.

In dieser Zeit der großen Trauer bitte ich meine Mitarbeiter, Tag und Nacht auf jede mögliche Weise zu helfen und die erforderlichen Maßnahmen zu unterstützen.

Wir bitten Sie, keine Informationen an Dritte weiterzugeben, und die Fragen, die an Sie durch die Familien von Opfern, Pressevertreter und Partnergesellschaften übermittelt werden, an unser Call-Center weiterzuleiten. Unser Call-Center wird diese Fragen an unser "Medienbüro" oder das "Familienhilfezentrum" weiterleiten, je nach Art der Frage. Geben Sie bitte Ihren vollen Einsatz, um uns und Ihre Kollegen während dieser sehr schwierigen Zeit zu unterstützen.

Mit freundlichen Grüßen,

Yıldırım KARAER

### **DUTCH:**

Kortgeleden ontvingen wij zeer droef nieuws en daarover wil ik graag het volgende mededelen.

Wij hebben bericht gekregen dat door een ongeluk tijdens de vlucht onze Boeing 737-800, .....(naam van het toestel)....., vluchtnummer .....op .....(datum) om .....(tijd) uur is neergestort in het luchtruim van ..... De eerste informatie en foto's, die over dit ongeluk zijn vrijgegeven door .....(naam van het bedrijf) tonen duidelijk hoe serieus deze tragedie is.

Wij zijn bedroefd en verdrietig. Ons medeleven gaat uit naar de familie en naasten van onze crewleden en passagiers en wij bieden hen onze condoleances aan. Wij zullen de getroffen families te allen tijde bijstaan met informatie en steun. Als Corendon Airlines stellen we alles in het werk om de oorzaak van dit ongeluk te achterhalen.

Van de correcte informatie, zoals wij die doorkrijgen van de bevoegde autoriteiten, zal iedereen op de hoogte gehouden worden. Om deze belangrijke en droeve situatie in goede banen te leiden en misinformatie te vermijden zal door ons callcenter, op onze website en op de sociale media de correcte en officiële informatie aan het publiek worden verstrekt.

Hierbij doen wij een beroep op u om geen informatie met derden te delen. Vragen die u krijgt van familieleden van de slachtoffers, van de pers of van partner-bedrijven dienen ter beantwoording naar ons callcenter te worden doorgeleid. Afhankelijk van de inhoud van de vraag zal het callcenter de vraag doorgeven aan het "Media Bureau" of aan het "Crisiscentrum".

Geef ons en ook uw collega's alle mogelijke steun in hun werk in deze moeilijk dagen.

Hoogachtend,

Yildiray KARAER

## APPENDIX-49: ERP TRAINING SYLLABUS

	CMC		Go Team - CDL		CSAT-Service Center	
TRAINING:	Initial	Rec*	Initial	Rec	Initial	Rec
DURATION (Hour):	1	1	1	1	1	1
PERIOD (Year/s):		2		2		2
TYPE:	Online / F to F	Online / F to F	Online / F to F	Online / F to F	Online / F to F	Online / F to F
SUBJECTS:						
<b>1. BASIC PRINCIPLES of EMERGENCY RESPONSE:</b>						
1.1. Definition and Decision Making	+		+		+	
1.2. Deciding on a Crisis Situation	+				+	
1.3. Crisis Management at Corendon	+	+	+	+	+	+
1.4. Crisis Organization	+	+	+	+	+	+
<b>2. OCC PROCEDURES:</b>						
2.1. Crisis Coordination Center	+	+	+	+	+	+
2.2. Activation of Callout Plans	+	+	+	+	+	+
2.3. Safety of Ongoing Operation	+	+	+		+	
2.4. Takeover, Command and Control Procedures	+	+	+		+	
<b>3. CMC PROCEDURES:</b>						
3.1. Activation of CMC	+	+	+	+	+	+
3.2. Support of CMC	+	+				
3.3. Roles and Working Procedures of CMC	+	+	+	+	+	+
3.4. Crisis Document List (CDL)	+	+	+	+	+	+
3.5. Shift Change Procedures	+	+	+		+	+
3.6. Deactivation of CMC	+	+	+		+	
<b>4. INFORMING AUTHORITIES:</b>						
4.1. Informing Third Parties (NAAs, NAIBs, Insurance Comp., Stakeholders, etc.)	+	+			+	
4.2. Passenger List & Accident Report Form	+		+		+	
<b>5. PROCEDURES about KENYON</b>						
5.1. Initial Informing	+		+		+	
5.2. Services to be required from Kenyon	+	+	+		+	+
5.3. Activation of Services	+		+		+	
5.4. Coordination with Kenyon	+	+	+	+	+	+
<b>6. SPECIAL ASSISTANCE/GO TEAM:</b>						
6.1. Centers (FFRC, FAC, CFAC, IMC etc.)	+	+	+	+	+	+
6.2. Roles and Responsibilities of CSAT, Go Team	+	+	+	+	+	+
6.3. Preparation & Go-Kit	+		+	+	+	+
6.4. Deployment	+		+	+	+	+
6.5. Incident Site	+		+	+	+	+
6.6. FAC/CFAC/IMC Procedures	+		+	+	+	+
6.7. Relation with NOKs	+		+		+	+
<b>7. COORDINATION with OTHER SERVICE PROVIDERS:</b>						
7.1. Ground Handlers	+	+	+	+	+	+
7.2. Base Liaisons	+		+	+	+	+
7.3. PR Agencies	+				+	
7.3. Other Corendon Companies	+	+	+	+	+	+
<b>8. COMMUNICATION:</b>						
8.1. Crisis Communication Organization	+	+	+	+	+	+
8.2. Internat & External Communication	+				+	
8.3. Media Management						
8.3. Corporate Communications	+				+	
8.4. Spokeperson/s	+	+	+	+	+	+

8.5. Web Dark Site	+		+		+	
8.6. Support from Kenyon, PR Agency, Insurance Company, etc	+		+		+	
<b>9. EMERGENCY SYSTEMS – INFOCALL &amp; SCENARIOS:</b>						
9.1. Infocall Emergency System Overview	+	+	+	+	+	+
9.2. Triggering, Alert Types & Call-Out Plans	+	+	+	+	+	+
9.3. User Roles & Responsibilities	+	+				
9.4. Status Control & Monitoring	+	+				
9.5. ERP Scenarios & OCC Call-Out Stages	+	+	+	+	+	+
<b>10. POST-INCIDENT PHASE:</b>						
10.1. Post-Incident Organization	+	+	+		+	
10.2. Post-Incident Review	+	+	+	+	+	+
10.3. Investigation Report	+	+	+	+	+	+
10.4. Lessons Learned	+	+	+	+	+	+

\* ERP review meetings can also be accepted as ERP recurrent training.

## APPENDIX-50: IMMEDIATE REPORT

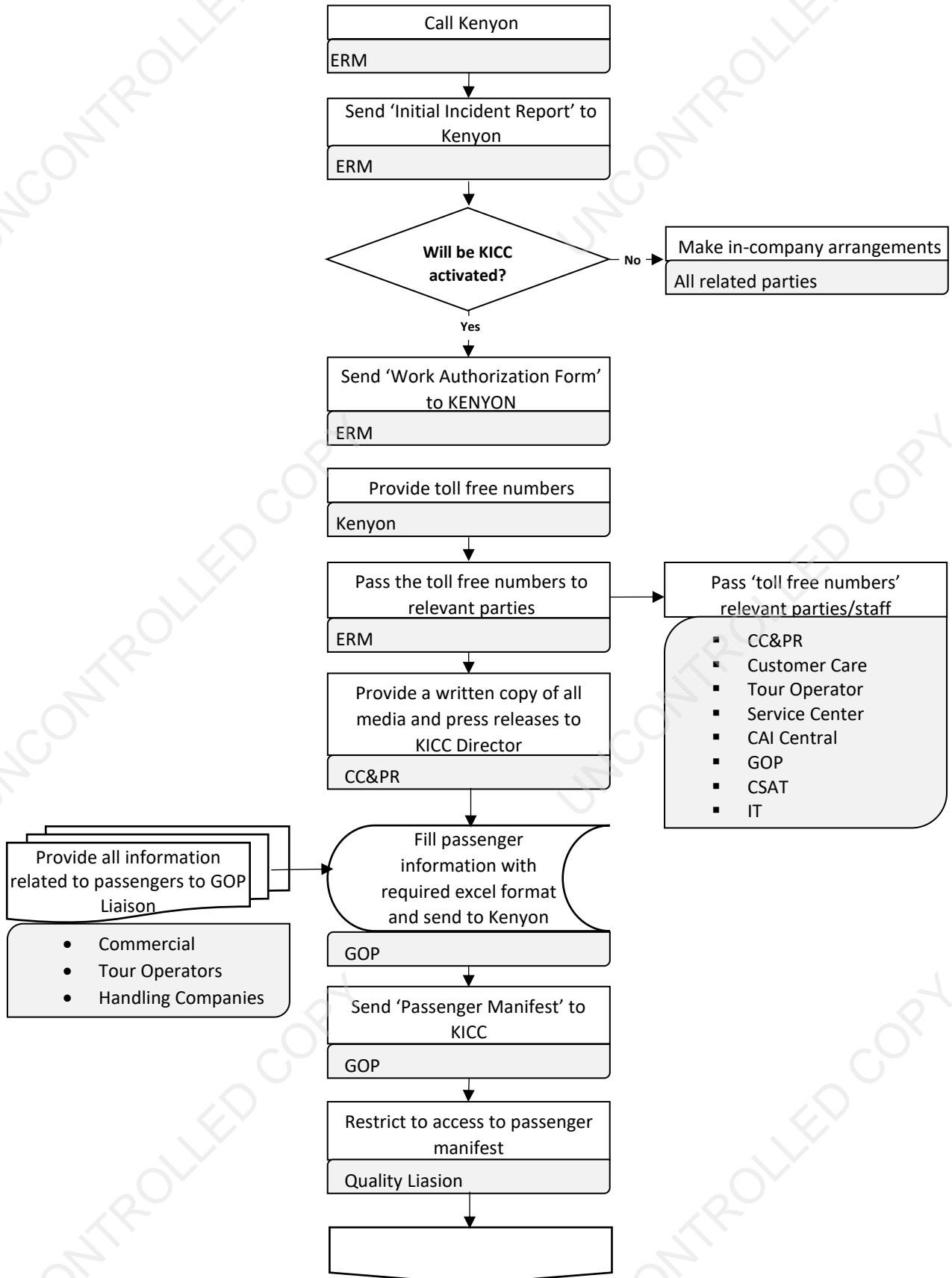
AIRCRAFT	
A. Type	
B. Registration	
FLIGHT DETAILS	
A. Place of last landing	
B. Intended next destination and flight number	
C. Intended final destination	
D. Last position from which communication was received	
E. Passenger numbers and person directly affected if known at time	
ACCIDENT INFORMATION	
A. Date and time (GMT or local time) of accident	
B. Location of accident	
C. Brief details of the occurrence and the cause of the accident if known at this time	
D. Approximate extent of damage to the aircraft	
E. Details of person directly affected to passengers, crew or third parties	
F. Action that has been taken, or is being taken, to safeguard or recover the damaged aircraft	
G. Name of senior persons at the accident site, their designation and the method of contacting them	

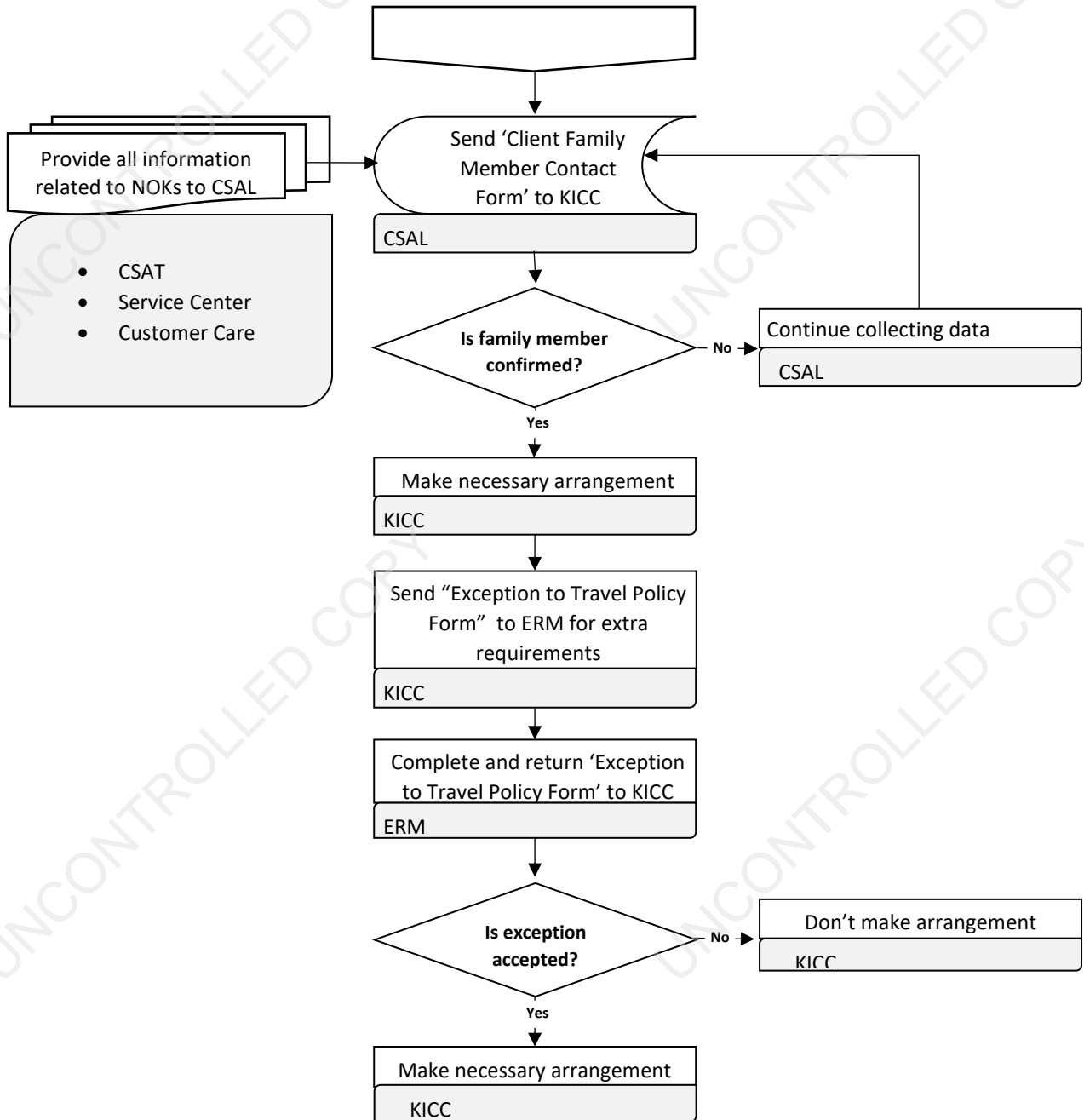
<b>NAME:</b>	
<b>DATE:</b>	
<b>SIGNATURE:</b>	

## APPENDIX-51: CRITICAL ITEM LIST

No	Item	Department/ Liaison	Responsible Personnel	Date/ Time	Remarks
1	E-mail and SMS to the CMC Members	OCC	A.Akyürek Dispatcher on Duty		
2	CMC Callout Plan	OCC	A.Akyürek Dispatcher on Duty		
3	Go Team Callout Plan	OCC	A.Akyürek Dispatcher on Duty		
4	CSAT Callout Plan	Deputy ERM	A.Aksakal		
5	Forward the manifest to -Service Center -SMS -CMC	GOP	A.Batu E.Gümüş S.Candal		
6	Forward the KDBF to SMS	GOP	A.Batu E.Gümüş S.Candal		
7	Notification to Authorities - UEİM -Turkish DGCA	SMS	B.Elitok K.Ercan		
8	Initial Notification to Kenyon	ERM	F.Dönmez K.Ercan		
9	Inform the Ground Handler	GOP	A.Batu		
10	Incident Report to Kenyon	SMS	F.Dönmez K.Ercan		
11	Notification to Insurance Company	FIN	C.Bulman D.Erdoğan		
12	Information to Lessor	ENG	R.Helvacı A.Uysal		
13	Work Authorization to Kenyon	SMS	F.Dönmez K.Ercan		
14	Inform the Other Crew Members, Who are Operating Other Aircrafts	FOP	E.Bayram A.Yelok		
15	Inform Corendon Staff	HRM	B.Oskay S.Berktaş		
16	Inform to Victim Crews' Families	HRM	B.Oskay S.Berktaş		
17	Activation to Web Dark Site	IT	İ.Kitiş E.Çeliktug		
18	Inform the Media	Corporate Communication	P.Pehlivan D.Ertemiz		
19	Inform the Tour Operators	COM	U.Okutan A.Mutlu		
20	Notification to Local Authorities (if needed)	OCC	A.Akyürek Dispatcher on Duty		
21	Initial Information to NOKs	Corporate Communication	P.Pehlivan D.Ertemiz		
22	Dispatch of Go Team	SMS	A.Aksakal		
23	Dispatch of CSAT	CSAL/SMS	E.Ulutürk V.Er A.Aksakal		
24	Press Conference	CD	Y.Karaer P.Pehlivan		
25	Forward Service Center number to KICC	SMS	F.Dönmez K.Ercan		
26	Announce to return to normal operation	CD	Y.Karaer S.Çakmaklı		

## APPENDIX-52: KICC ACTIVATION PROCESS





## APPENDIX-53: CLIENT FAMILY MEMBER CONTACT FORM



### CLIENT Family Member Contact Form

Email: [kicc@kenyoninternational.com](mailto:kicc@kenyoninternational.com)

WAS THE FAMILY MEMBER INFORMED THAT THEIR LOVED ONE WAS ON THE CONFIRMED LIST OF PDA'S? Yes  No

Name of Person performing notification

#### PDA Details

Title	
First Name	
Last Name	
Minor?	
Jr. Sr. etc.	

#### Person to Call

Title	
First Name	
Last Name	
Minor?	
Jr. Sr. etc.	
Relation to PDA	
Language Spoken	

#### Contact Details

Phone Country Code	
Phone Number	
Address 1 <sup>st</sup> Line	
Address 2 <sup>nd</sup> Line	
City	
State/Province	
ZIP/Postal Code	
Any additional Information	

## APPENDIX-54: CLIENT AUTHORIZATION TO CALL FORM



### Client Authorisation to Call Form

Form filled out by	
Date	
Time	

I have matched PDA's name to the confirmed PDA List:

Initials	
Time	

#### PDA Details

Title	
First Name	
Middle Name	
Last Name	
Minor?	
Jr. Sr. etc.	

#### Family Member

Relationship to PDA	
First Name	
Last Name	
Minor?	
Jr. Sr. etc.	

#### Family Member Contact Details

Phone Country Code	
Phone Number	
Additional Country Code	
Additional Phone Number	

Kenyon Recommends this Family Member be notified

Date sent to client	
Time sent to client	
Attention of	

**KENYON**  
EMERGENCY SERVICES

CLIENT ONLY

Client instructs Kenyon to: Make notification call  Do not make notification call

Special Circumstances (Relationship, name differences, other)	
Date Returned to Kenyon	
Time Returned to Kenyon	
Attention of	

Email: [kicc@kenyoninternational.com](mailto:kicc@kenyoninternational.com)

### APPENDIX-55: JOINT CRISIS RESPONSE RESPONSIBILITY MATRIX

SCENARIO		1	2	3	4	5	6
A/C		CAI	CAI	WL	CXI	CXI	WL
PAX		CAI	CXI	CAI	CXI	CAI	CXI
1	CMC Callout Plan	CAI	CAI	CAI/WL	CAI	CAI	CAI/WL
2	Go Team Callout Plan	CAI	CAI	CAI/WL	CAI	CAI	CAI/WL
3	CSAT Callout Plan	CAI	CAI	CAI	CAI	CAI	CAI/WL
4	Notification to Authorities	CAI	CAI/CXI	CAI/WL	CXI	CAI/CXI	CXI/WL
5	Kenyon Activation	CAI	CAI	CAI	CAI	CAI	CAI
6	Inform the Ground Handler	CAI	CAI	CAI	CAI	CAI	CAI
7	Notification to Insurance Company	CAI	CAI/CXI	CAI/WL	CAI/CXI	CAI/CXI	CAI/CXI/WL
8	Information to Lessor	CAI	CAI	WL	CAI/CXI	CAI/CXI	WL
9	Inform Corendon Staff	CAI	CAI/CXI	CAI	CAI/CXI	CAI/CXI	CAI/CXI
10	Inform to Victim Crews' Families	CAI	CAI	WL	CAI/CXI	CAI/CXI	WL
11	Activation to Web Dark Site	CAI	CAI/CXI	CAI/WL	CAI/CXI	CAI/CXI	CAI/CXI/WL
12	Inform the Media	CAI	CAI/CXI	CAI/WL	CAI/CXI	CAI/CXI	CAI/CXI/WL
13	Inform the Tour Operators	CAI	CAI	CAI	CAI	CAI	CAI
14	Initial Information to NOKs	CAI	CAI/CXI	CAI/WL	CAI/CXI	CAI/CXI	CAI/CXI/WL
15	Press Conference	CAI	CAI/CXI	CAI/WL	CXI	CAI/CXI	CAI/CXI/WL

## APPENDIX-56: PROTOCOL FOR USE OF CORENDON HOTELS INCASE OF EMERCENY



26.08.2024

### CORENDON OTELLERİNİN ACİL DURUMLARDA KULLANIMA SUNULMASINA DAİR PROTOKOL

1.İşbu protokol Turistik Hava Taşımacılık A.Ş., Touristic Aviation Services Limited (Bundan sonra birlikte "Corendon Havayolları" olarak anılacaktır.) ile Az Otel İşletmeleri Turizm İnşaat Ticaret Limited Şirketi (Bundan sonra "Corendon Otel Grubu" olarak anılacaktır) arasında akdedilmiştir.

2.Corendon Havayolları karşılaştığı herhangi bir acil durum karşısında eylem planını yürürlüğe koyacaktır. Kriz durumunda takip edilecek usuller Corendon Acil Durum Eylem Planı (ADEP)'nda tanımlanmıştır.

3.İş bu protokolün imzalanmasıyla, kriz durumlarında Corendon Otel Grubu'nun Kemeragzi, Yaşar Soğutan Blv. No:37, 07112 Aksu/Antalya adresinde bulunan Grand Park Lara Tesis'i'nin ve Beldibi mah. Başkomutan Atatürk caddesi No:195/1 Kemer/Antalya adresinde bulunan Corendon Playa Kemer Tesis'i'nin Corendon Havayolları'nın kullanımına tahsis edilmesine karar verilmiştir. Bu tahsisat yaşanan krizin yeri ve ciddiyetine bağlı olarak ADEP kapsamında tamamen veya kısmen olabilecektir.

4.Kullanım şekli ve süresine Corendon Havayolları Kriz Yönetim Merkezi (KYM) tarafından karar verilecek olup, başlangıçta Corendon SMS Departmanı koordinatör olarak görev yapacaktır.

5.Bu protokol feshedilmediği sürece yürürlükte olacaktır. Bu sebeple taraflardan birinin el değiştirmesi fesih sebebi olacaktır.

### PROTOCOL FOR USE OF CORENDON HOTELS (GRAND PARK LARA and KEMER) IN CASE OF EMERGENCY

1.This protocol has been signed between Turistik Hava Taşımacılık A.Ş., Touristic Aviation Services Limited (hereinafter collectively referred to as 'Corendon Airlines'), and Az Otel İşletmeleri Turizm İnşaat Ticaret Limited Şirketi (hereinafter referred to as 'Corendon Hotel Group').

2.Corendon Airlines will put into effect an action plan in case of any emergency. The procedures to be followed in case of crisis are defined in the Corendon Emergency Response Plan (ERP).

3.By signing this protocol, it has been decided to allocate Grand Park Lara, Facility of Corendon Hotel Group located at Kemeragzi, Yaşar Soğutan Blv. No:37, 07112 Aksu/Antalya and Corendon Playa Kemer, Facility of Corendon Hotel Group located at Beldibi mah. Başkomutan Atatürk Caddesi no;195/1 Kemer/Antalya for the use of Corendon Airlines in case of crisis. This allocation may be fully or partially within the scope of ERP, depending on the location and severity of the crisis.

#### TURİSTİK HAVA TAŞIMACILIK A.Ş.

##### İSTANBUL(Head Office)

Sakarya Cedit Mh. Atatürk Cd.  
7. Blok Dilkum Sc.No: 59/5

Kadıköy, İstanbul, TÜRKİYE

MERNİS No:7228-9275-3469-4952

Trade Register No: 537941/406523

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PL Badhoevedorp

BTW NL

NL822330030B01

##### ANTALYA (Branch)

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07200 Muratpaşa, Antalya, TÜRKİYE

MERNİS No:8512-1775-8562-8960

Trade Register No: 43735/45918

Tel: +90 (242) 310 90 00

Fax: +90 (242) 324 32 40

Web: corendonairlines.com

Email: info@corendon-airlines.com

Tax No: 871 041 8994



4.The method and duration of use will be decided by Corendon Airlines Crisis Management Center (CMC), and Corendon SMS Department will serve as the coordinator in the initial phase.

5.This protocol will remain in force unless terminated. For this reason, any change of ownership by one of the parties will be grounds for termination.

Az Otel İşletmeleri Turizm İnşaat Ticaret Limited Şirketi



Turistik Hava Taşımacılık A.Ş.  
S.Selçuk Çakmaklı  
Senior SMS Manager



Touristic Aviation Services Limited  
S.Selçuk Çakmaklı  
Senior SMS Manager

#### TURİSTİK HAVA TAŞIMACILIK A.Ş.

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Fax: +90 (242) 824 32 40

Web: corendonairlines.com

Email: info@corendon-airlines.com

Tax No: 871 041 8994

## APPENDIX-57: ERP SCENARIOS AND ALERT CODES

OCCURRENCE	ACCIDENT	SERIOUS INCIDENT	INCIDENT
ALERT CODE	RED	ORANGE	YELLOW
<b>ALL SCENARIOS</b>	10.1_CAI_RED_ALERT 10.2_CAI_RED_ALERT_EXERCISE 10.3_CXI_RED_ALERT 10.4_CXI_RED_ALERT_EXERCISE	20.1_CAI_ORANGE_ALERT 20.2_CAI_ORANGE_ALERT_EXERCISE 20.3_CXI_ORANGE_ALERT 20.4_CXI_ORANGE_ALERT_EXERCISE	30.1_CAI_YELLOW_ALERT 30.2_CAI_YELLOW_ALERT_EXERCISE 30.3_CXI_YELLOW_ALERT 30.4_CXI_YELLOW_ALERT_EXERCISE
<b>UNIT-BASED SCENARIOS</b>	11_RED_ALERT_CAI_CMC 11.1_RED_ALERT_CAI_CMC_EXERCISE 12_RED_ALERT_CXI_CMC 12.1_RED_ALERT_CXI_CMC_EXERCISE 13_RED_ALERT_SERVICE_CENTER 13.1_RED_ALERT_SERVICE_CENTER_EXERCISE 14_RED_ALERT_GoTeam 14.1_RED_ALERT_GoTeam_EXERCISE 15_RED_ALERT_CSAT 15.1_RED_ALERT_CSAT_EXERCISE 16_RED_ALERT_CDL 16.1_RED_ALERT_CDL_EXERCISE	21_ORANGE_ALERT_CAI_CMC 21.1_ORANGE_ALERT_CAI_CMC_EXERCISE 22_ORANGE_ALERT_CXI_CMC 22.1_ORANGE_ALERT_CXI_CMC_EXERCISE 23_ORANGE_ALERT_SERVICE_CENTER 23.1_ORANGE_ALERT_SERVICE_CENTER_EXERCISE 24_ORANGE_ALERT_GoTeam 24.1_ORANGE_ALERT_GoTeam_EXERCISE 25_ORANGE_ALERT_CSAT 25.1_ORANGE_ALERT_CSAT_EXERCISE 26_ORANGE_ALERT_CDL 26.1_ORANGE_ALERT_CDL_EXERCISE	31_YELLOW_ALERT_CAI_CMC 31.1_YELLOW_ALERT_CAI_CMC_EXERCISE 32_YELLOW_ALERT_CXI_CMC 32.1_YELLOW_ALERT_CXI_CMC_EXERCISE 33_YELLOW_ALERT_SERVICE_CENTER 33.1_YELLOW_ALERT_SERVICE_CENTER_EXERCISE 34_YELLOW_ALERT_GoTeam 34.1_YELLOW_ALERT_GoTeam_EXERCISE 35_YELLOW_ALERT_CSAT 35.1_YELLOW_ALERT_CSAT_EXERCISE 36_YELLOW_ALERT_CDL 36.1_YELLOW_ALERT_CDL_EXERCISE

## APPENDIX-58: ALERT COLOR CODES

OCCURRENCE	ACCIDENT	SERIOUS INCIDENT	INCIDENT
ALERT CODE	RED	ORANGE	YELLOW
<b>CALL for DUTY</b>	CAI_CMC (OCC) CXI_CMC (OCC) GOTEAM (OCC) CSAT (SMS) CDL (SMS) SER (SERVICE CENTER)	CAI_CMC (OCC) CXI_CMC (OCC) SER (SERVICE CENTER)	
<b>STAFF ACTION</b>	Be at the duty station as soon as possible.	Be at the duty station as soon as possible.	
<b>INFO</b>		GOTEAM (OCC) CSAT (SMS) CDL (SMS)	CAI_CMC (OCC) CXI_CMC (OCC) GOTEAM (OCC) CSAT (SMS) CDL (SMS) SER (SERVICE CENTER)
<b>STAFF ACTION</b>		Check your preparations to go on duty when called.	Check your preparations to go on duty when called.

INTENTIONALLY LEFT BLANK