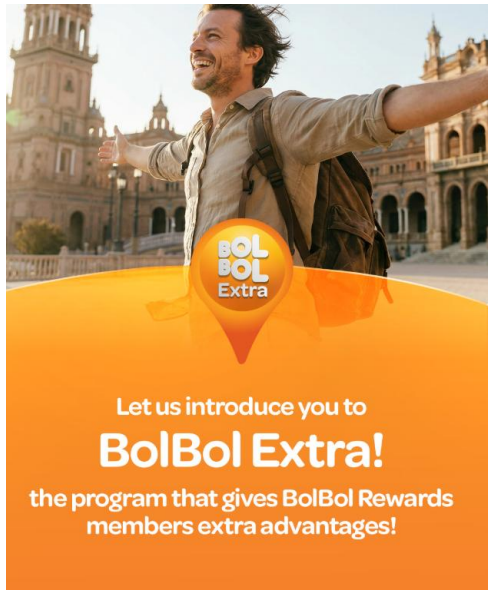
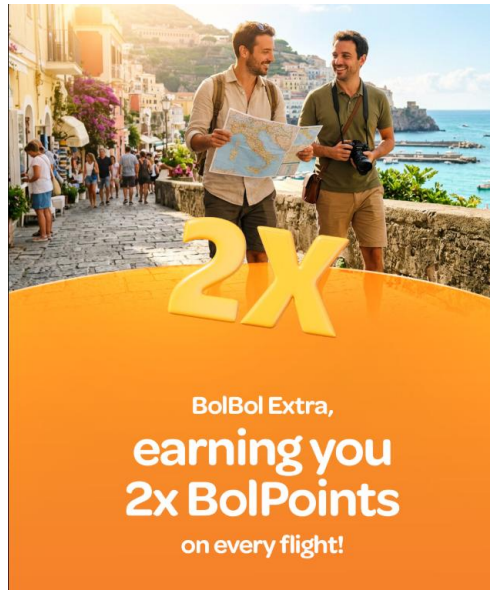


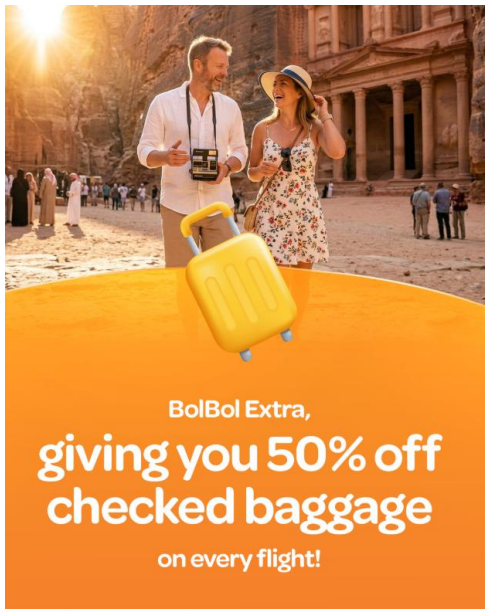
PEGASUS

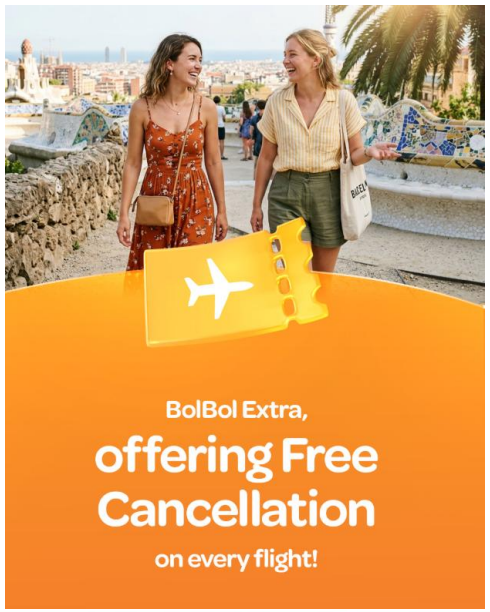
3Q26
FINANCIAL RESULTS PRESENTATION
November 2026

- HIGHLIGHTS
- SUMMARY FIGURES
- ROUTE NETWORK & FLEET









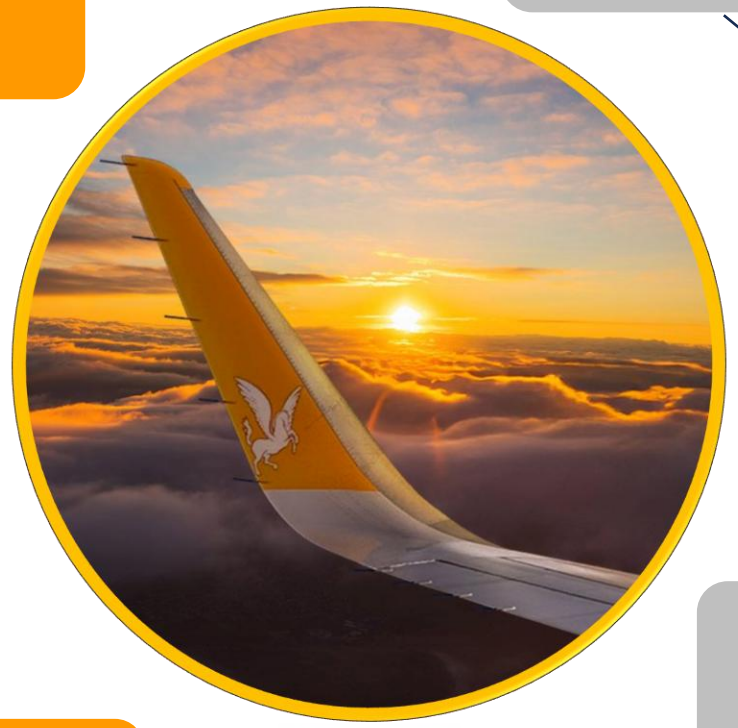
KEY HIGHLIGHTS – 2026 Q3

Revenues
€1,314mn
+19% YoY

RASK:€c5.57, +12% YoY
Ancillary/pax: €32.9, +11% YoY

Passengers
Total: +7% YoY
Int'l: +5% YoY

Int'l pax per cycle
181 pax, flat YoY



Costs
€1,028mn
+25% YoY

CASK:€c4.35, +17% YoY
CASK non-fuel: €c2.63, +2% YoY

ASK
Total: +6% YoY
Int'l +6% YoY

Share of Int'l ASK
83.3%, -0.8pp YoY

EBITDA
€404mn
+2% YoY

EBITDA margin: 30.7%
(3Q25: 35.9%)

Load Factor
Total: 88.2%, -1.0pp YoY
Int'l: 85.5%, -1.2pp YoY

Net Income/(Loss)
€205mn
-10% YoY

EBITDA: Core EBIT+Depreciation exp.+55% of short term lease expenses

3Q26 SUMMARY FIGURES

Revenues grew 19% YoY, EBITDA margin reached 30.7% in 3Q26.

EURmn	2025 Q3	2026 Q3	YoY % chg.	2025 9M	2026 9M	YoY % chg.
Total Passengers (mn)	**12.2**	**13.1**	**7%**	**31.9**	**33.4**	**5%**
Int'l (mn)	7.9	8.3	5%	20.5	20.5	0%
Total ASK (bn)	**22.2**	**23.6**	**6%**	**58.1**	**60.4**	**4%**
Int'l (bn)	18.6	19.7	6%	48.7	49.1	1%
Blended Load Factor	**89.2%**	**88.2%**		**87.4%**	**86.0%**	
Int'l LF	86.7%	85.5%		85.1%	83.8%	
Revenues	**1,103**	**1,314**	**19%**	**2,601**	**2,821**	**8%**
Costs	**824**	**1,028**	**25%**	**2,226**	**2,677**	**20%**
Fuel costs	252	407	61%	663	957	44%
EBITDA	**395**	**404**	**2%**	**692**	**486**	**-30%**
EBITDA margin	35.9%	30.7%		26.6%	17.2%	
Fx gain/loss (net)	*-2*	*-7*		*+60*	*-33*	
Net Income/loss	**227**	**205**	**-10%**	**286**	**-40**	**n.m.**
RASK	**4.97**	**5.57**	**12%**	**4.47**	**4.67**	**4%**
CASK	**3.72**	**4.35**	**17%**	**3.83**	**4.43**	**16%**
CASK non-fuel	2.58	2.63	2%	2.69	2.85	6%

Traffic

- **Traveller sentiment improved in Q3 despite continuing volatility in the geopolitical environment.** Foreign visitor arrivals to Türkiye recovered to a flat level YoY from the 5% YoY decline in Q2, while total air passenger traffic increased 3% YoY compared to the 3% YoY contraction in the previous quarter.
- **As Middle East traffic gradually normalized in Q3, Pegasus increased its capacity to the region by 8% YoY.** The rebound in demand supported a 6% YoY expansion in int'l ASK and a 5% YoY increase in int'l passenger traffic in Q3. Domestic ASK growth stood at 12% YoY in Q3 after 28% YoY growth in Q2, as a greater share of capacity was allocated to int'l routes.

Financial Performance

- **Revenues increased by 19% YoY in 3Q26.** Rebounding demand continued to support the pricing actions that were implemented to offset higher fuel costs. Int'l pax yield increased 14% YoY in 3Q26, extending the 2% increase in Q2. Ancillary revenue reached historic high level in Q3 with EUR32.9/pax. **Total RASK rose 12% YoY in 3Q26** (after +2% YoY in Q2)**.**
- Jet fuel prices rose around 85% YoY in 3Q26. Thanks to its strong hedge position, Pegasus limited the increase in fuel CASK to 51% YoY. **In 3Q26, total CASK increased by 17% YoY** (after +28% YoY in Q2)**, CASK non-fuel increased by 2% YoY** (after +13% YoY in Q2)**.**
- **EBITDA** came in at EUR404mn in 3Q26, +2% YoY vs. EUR395mn in 3Q25.
- The **bottom-line** resulted in a net profit of EUR205mn in 3Q26 vs. EUR227 net profit in 3Q25.

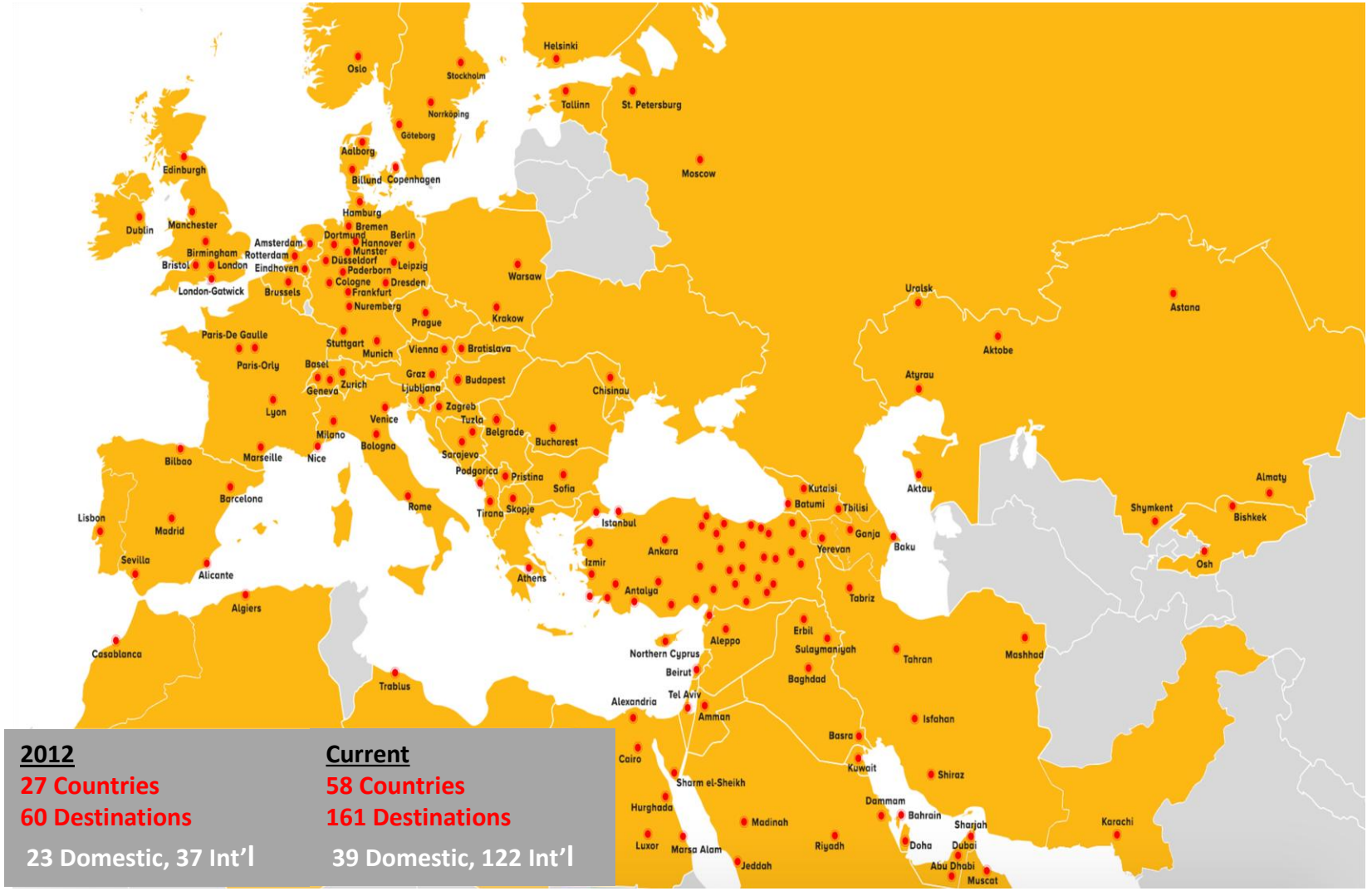


International includes charter

EBITDA: Core EBIT+Depreciation exp.+55% of short term lease expenses

ROUTE NETWORK

International route network spans to 122 destinations currently.



2012	Current
27 Countries	58 Countries
60 Destinations	161 Destinations
23 Domestic, 37 Int'l	39 Domestic, 122 Int'l

Announced additions to int'l route network (last 12M)

Istanbul Sabiha Gökçen

- → Atyrau
- → Alicante
- → Uralsk
- → Ljubljana
- → Dushanbe
- → London-Gatwick
- → Aleppo
- → Tripoli
- → Bukhara
- → Andican
- → Termez

Bodrum

- → Chisinau
- → Beirut

Trabzon

- → Medina

Çukurova

- → Beirut
- → London

Dalaman

- → Chisinau

FLEET

Share of new generation aircraft in total seat capacity is at 90%.



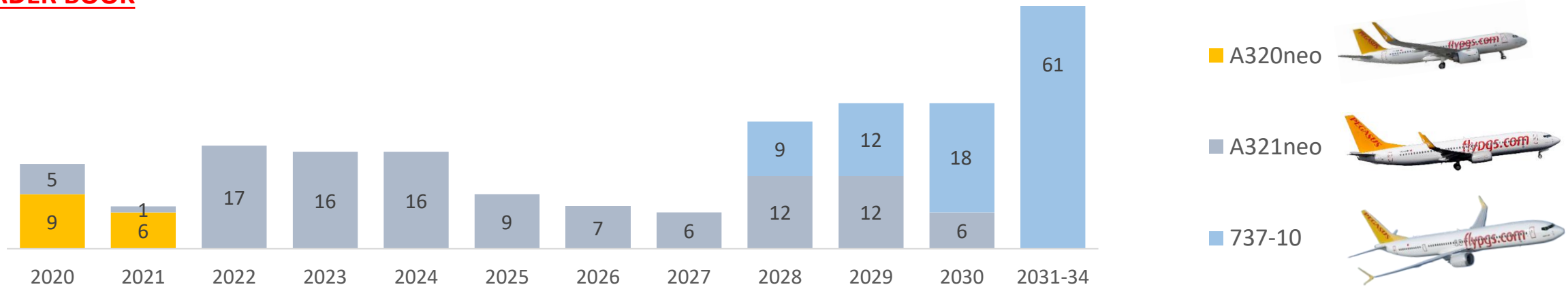
FLEET

FLEET (as of September 30, 2026)

	Owned	Financial Lease	Operational Lease	Total
Boeing 737-800	4	5	0	**9**
Airbus A320ceo	-	-	6	**6**
Airbus A320neo	-	29	17	**46**
Airbus A321neo	-	71	1	**72**
Total	**4**	**105**	**24**	**133**

- Youngest fleet in Türkiye and one of the youngest among LCCs globally: **5.6 years.**
- **42 A320neo (all delivered), 108 A321neo (71 delivered)** and **100 Boeing MAX-10 (deliveries have not started yet)** on order.
- Fleet size is planned to be **132 aircraft** at the end of 2026.
  - ✓ In total, 7 A321neo will be added while 2 A320neo will exit the fleet in 2026.

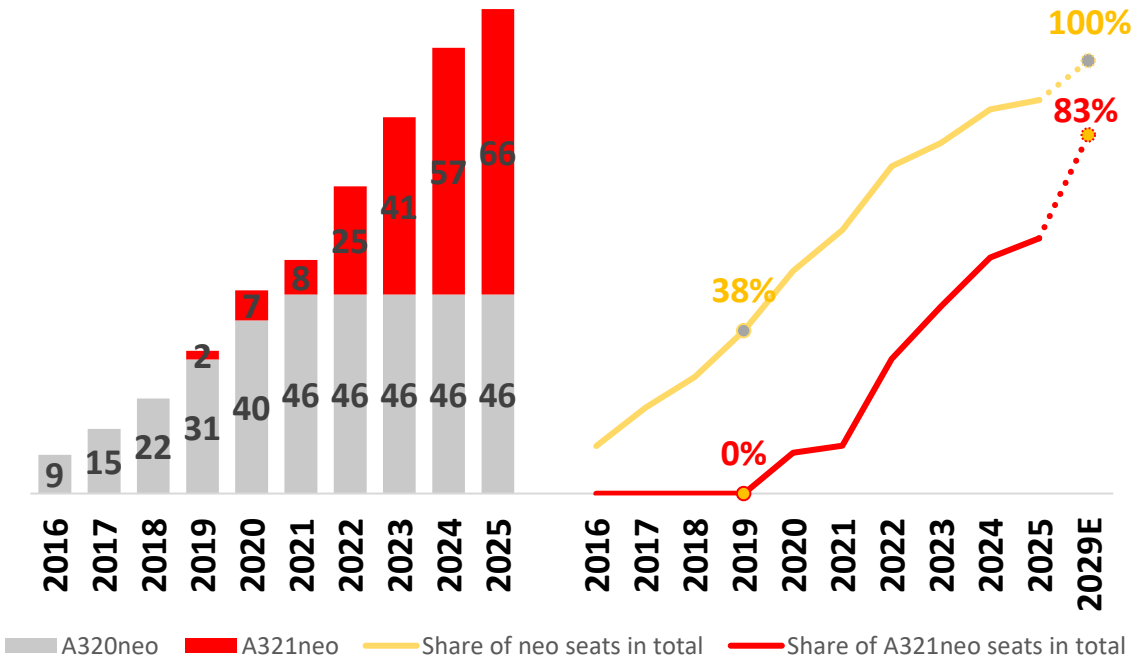
ORDER BOOK



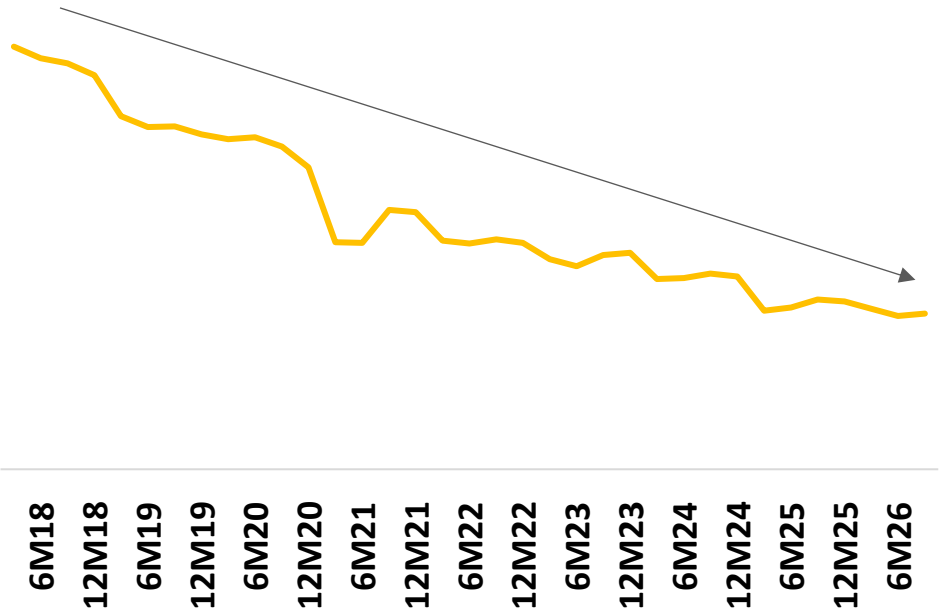
FLEET & EFFICIENCY

Increasing share of Neo seats in total is making significant contribution to efficiency gains.

Evolution of the A320neo and A321neo fleet



Fuel consumption per ASK



- **ACQUISITION OF SMARTWINGS GROUP**



OVERVIEW OF SMARTWINGS GROUP

Flight Network – Smartwings



- **The acquisition of Smartwings Group was completed on October 1, 2026** with a **total transaction value of EUR142.3mn**.
- Smartwings, is the **largest carrier in the Czech Republic** and **among the most established airline groups in Central and Eastern Europe** with its Smartwings and Czech Airlines brands. The airline has 4 AOCs: Czech Republic, Slovakia, Poland and Hungary. The group operates with a **fleet of 45 aircraft** and **a flight network** of **80 destinations in 20 countries.**
- Smartwings had **c.EUR1bn revenues** and **over 20% EBITDAR margin in 2025.**
- The completion of the transaction marks an **important milestone in Pegasus Airlines' international expansion and Smartwings Group's future growth.** This strategic partnership brings together two established aviation businesses with complementary strengths and a shared ambition for long-term growth. **The combined fleet includes more than 175 aircraft,** with significant growth potential based on existing firm orders covering 140 aircraft, already secured by both airlines.

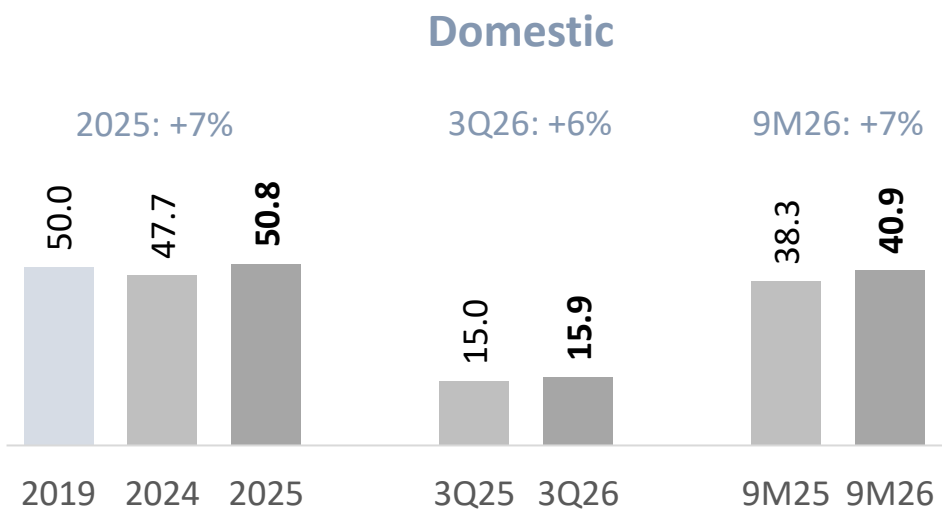
- OPERATING ENVIRONMENT
- P&L + BS DETAILS

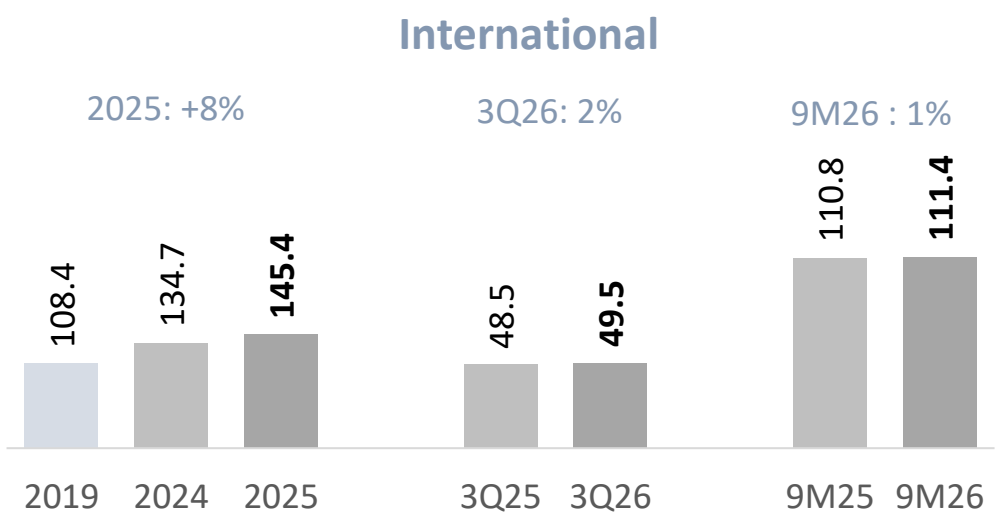


OPERATING ENVIRONMENT

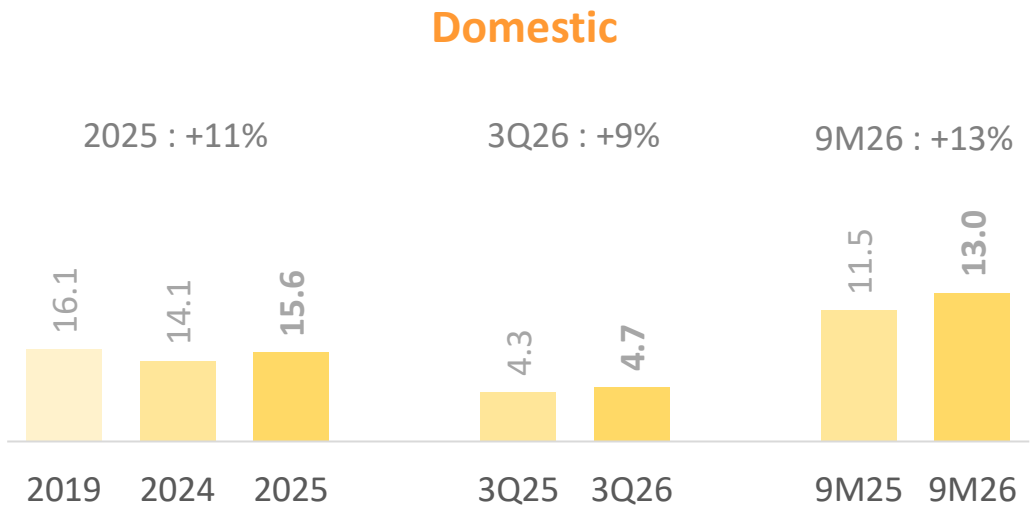
International passengers of Pegasus grew by 5% in 3Q26, outperforming the broader market growth.

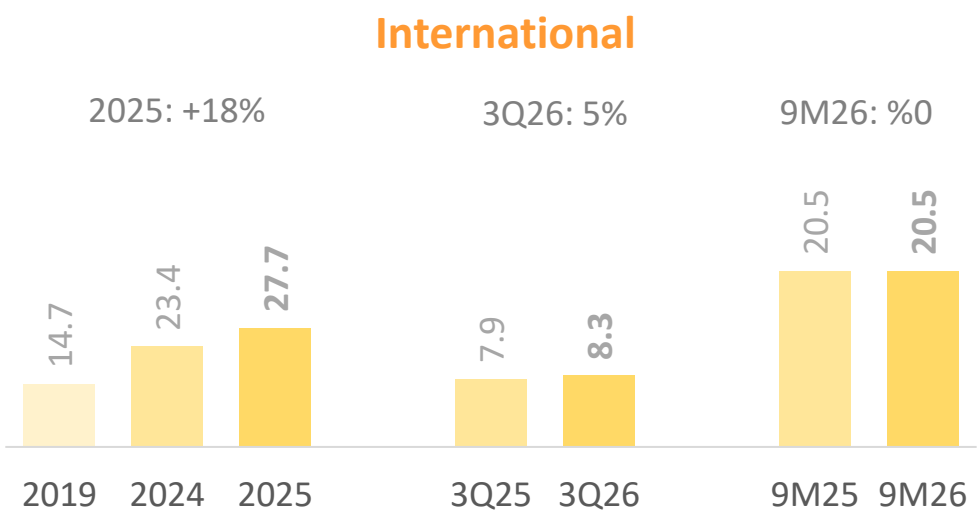
TÜRKİYE PAX. (mn & % chg)





PEGASUS PAX. (mn & % chg)



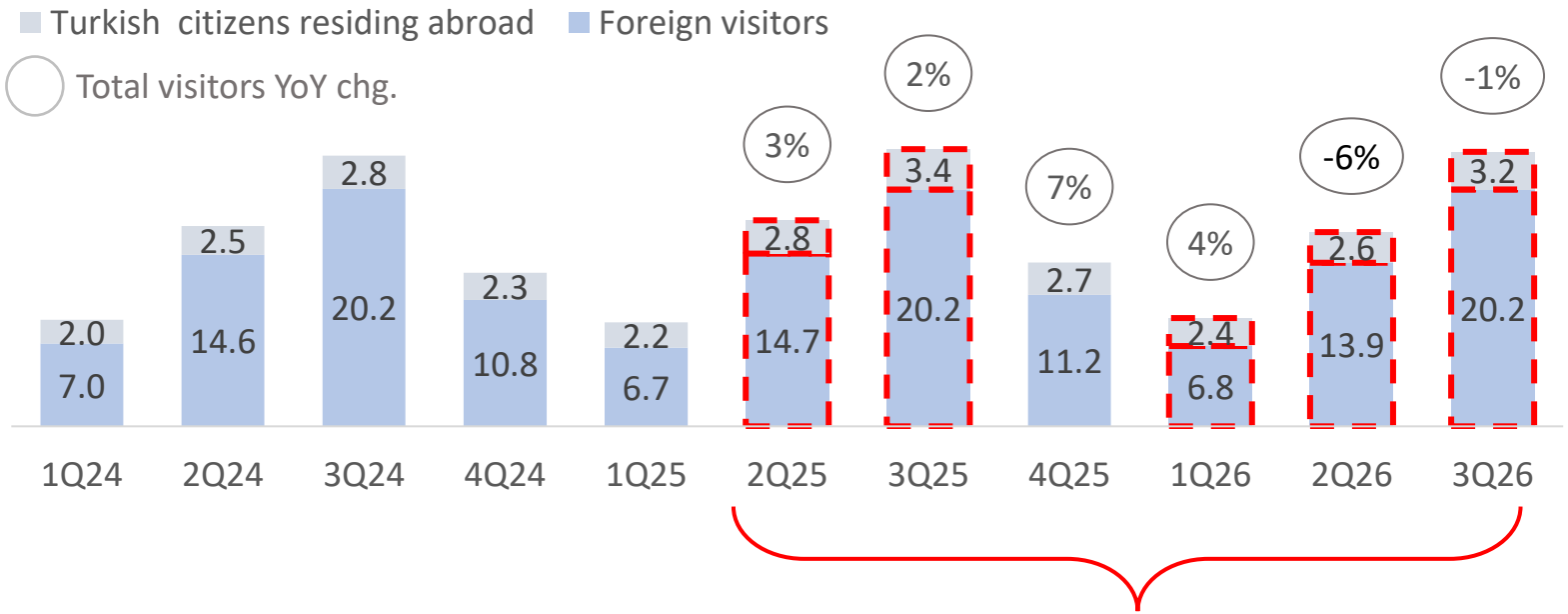




Türkiye passenger data is taken from General Directorate of State Airports Authority, domestic passengers are divided by 2 in order to avoid double counting.
Pegasus figures reflect booked passengers, int'l pax includes charter pax

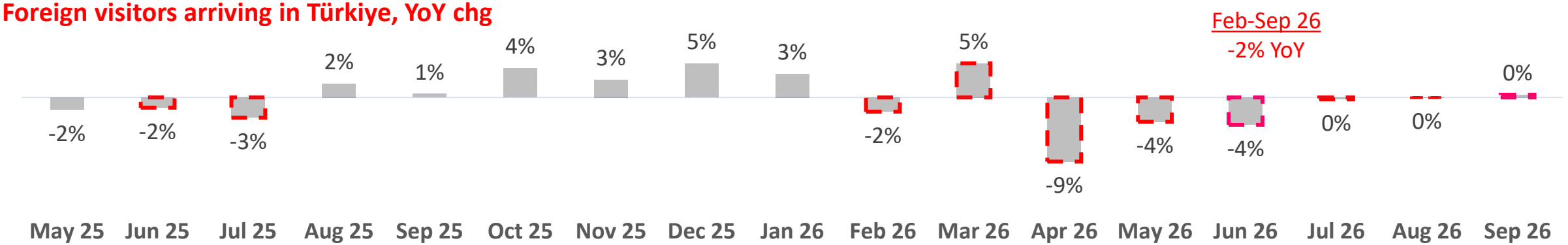
OPERATING ENVIRONMENT

Visitors arriving in Türkiye (mn)



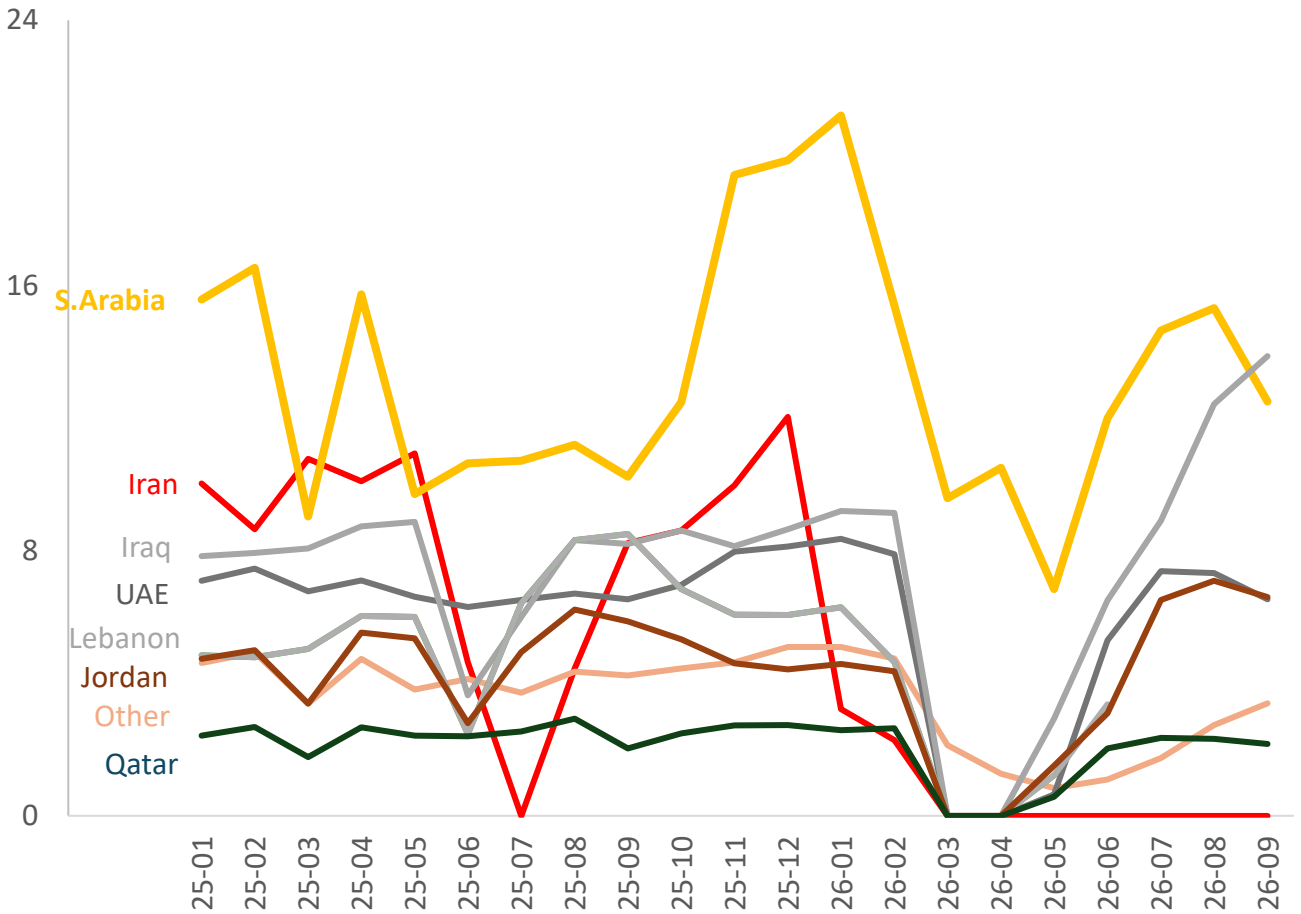
The Middle East conflict has been a key headwind for Türkiye's tourism sector in 2025 and 2026. The adverse impact became particularly evident in 2026. In 2Q26, the foreign visitor arrivals in Türkiye declined by 5% YoY. On the other hand, with the rebound in traveller sentiment, the foreign visitor arrivals improved to a flat performance YoY in 3Q26.

Foreign visitors arriving in Türkiye, YoY chg



OPERATING ENVIRONMENT

M.East destinations: Avg. number of daily cycles operated



- In 2025, Pegasus operated flights to 10 countries in the Middle East: Lebanon, Iraq, Iran, the UAE, Qatar, Kuwait, Bahrain, Saudi Arabia, Jordan, and Oman. **The Middle East** accounted for 12% of total ASK and **15% of international ASK in 2025.**
- Flight operations to the Middle East were **largely suspended at the end of February 2026.** The operation **gradually resumed** beginning in the first week of **May 2026** and demonstarted a fast recovery.
- **In 3Q26,** our total capacity (on a like-for like basis) in **the Middle East** was **7% above the prior-year level.**
- In 2Q26, Pegasus launched a **new route** in the region to **Aleppo, Syria**, with flights commencing on 9 June 2026.

Other: Kuwait, Bahrain, Oman

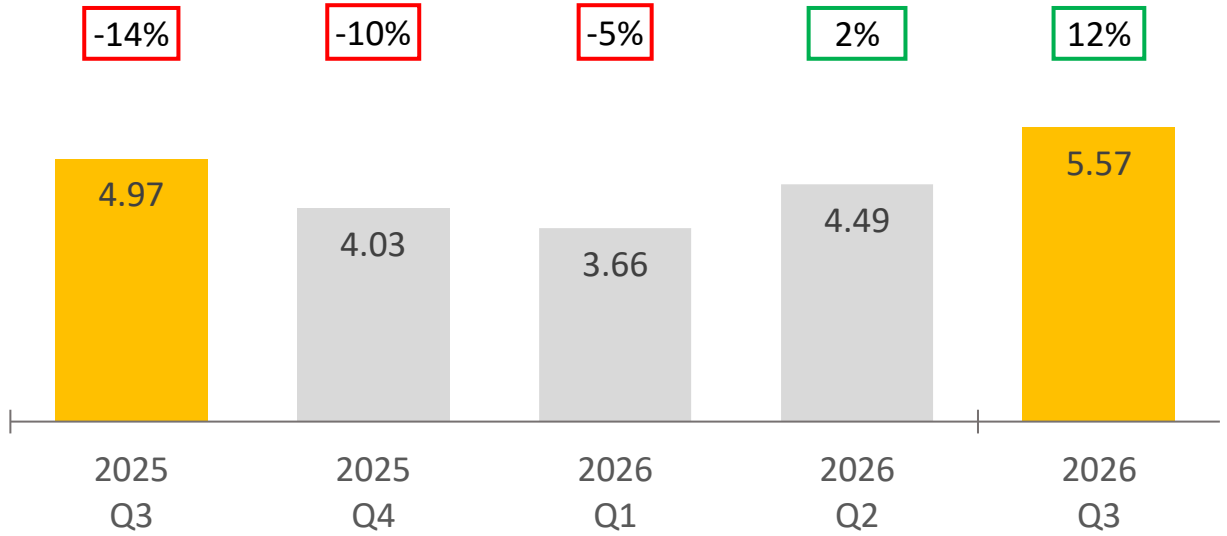
REVENUES

Total RASK increased by 12% YoY in 3Q26, supported by the strong passenger yield performance.

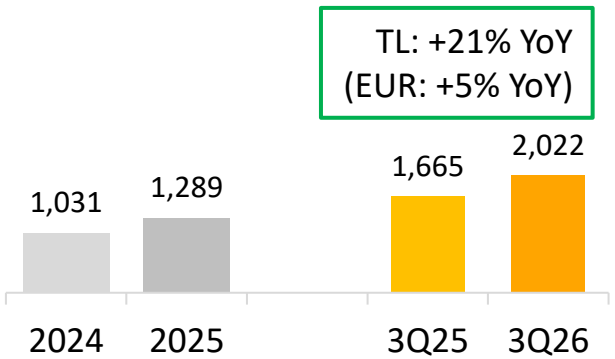
EURmn	2025 Q3	2026 Q3	YoY chg.
TOTAL REVENUES	**1,103**	**1,314**	**19%**
Domestic scheduled	152	175	15%
International scheduled	570	686	20%
Ancillary	363	429	18%
Charter and Other	17	24	40%
RASK (EURc)	**4.97**	**5.57**	**12%**

EURmn	2025 9M	2026 9M	YoY chg.
TOTAL REVENUES	**2,601**	**2,821**	**8%**
Domestic scheduled	352	413	17%
International scheduled	1,268	1,334	5%
Ancillary	943	1,028	9%
Charter and Other	38	46	21%
RASK (EURc)	**4.47**	**4.67**	**4%**

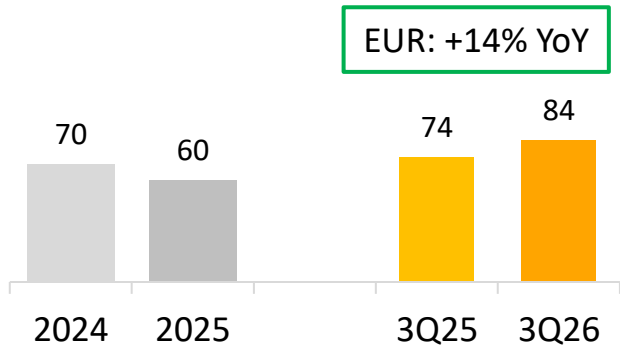
RASK, EURc and YoY change



Domestic Sch. Pax Yield (TL)

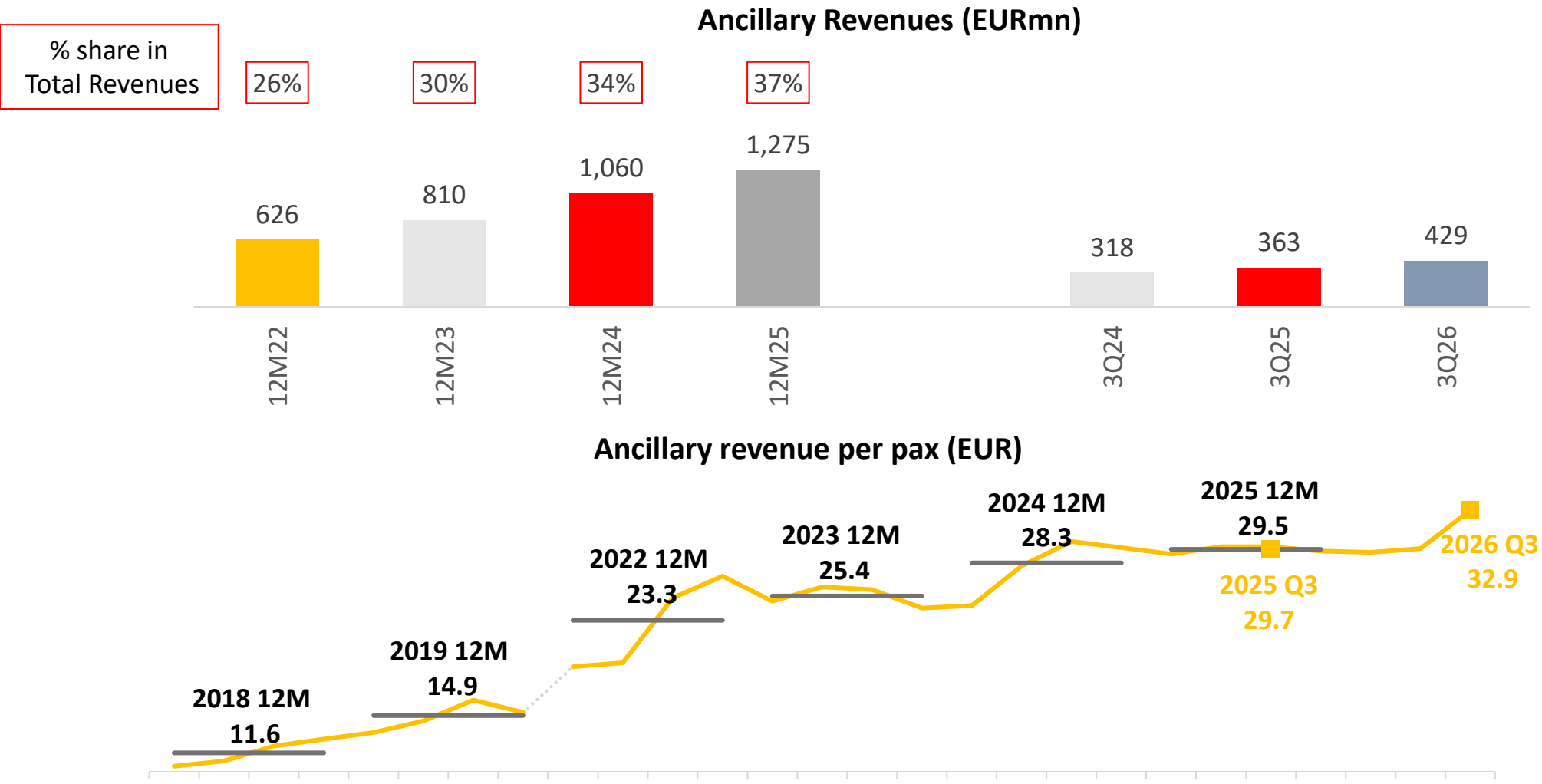


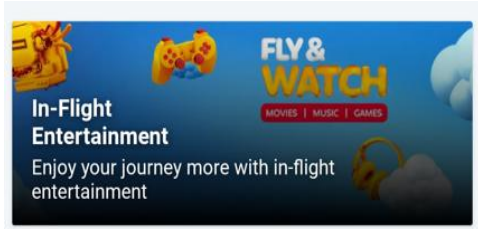
Int'l Sch. Pax Yield (EUR)



ANCILLARY REVENUES

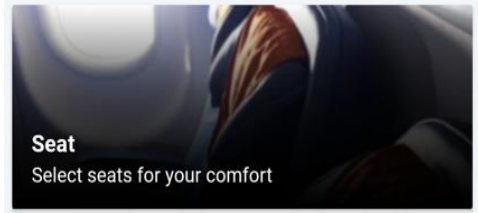
Ancillary revenue/pax increased by 11% YoY to EUR32.9 in 3Q26, marking a historic high level.













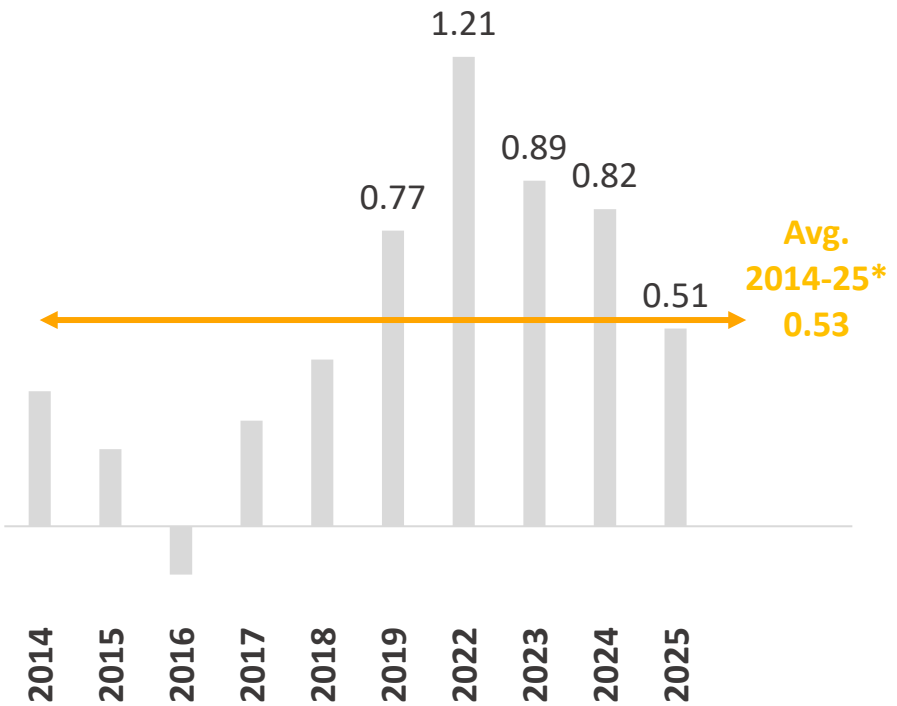
COSTS

Despite the c.85% spike in jet fuel prices, fuel CASK increase was limited to 51% YoY in Q3 thanks to strong hedge position.

Costs (EURmn)	2025 Q3	2026 Q3	YoY % chg	2025 9M	2026 9M	YoY % chg
Jet fuel	252	407	61%	663	957	44%
Personnel	161	189	18%	457	522	14%
Depreciation	108	118	9%	307	343	12%
Maintenance	32	31	-4%	91	107	18%
Other DOC	205	204	-1%	512	528	3%
Other	66	80	21%	197	220	12%
TOTAL COSTS	**824**	**1,028**	**25%**	**2,226**	**2,677**	**20%**

Costs per ASK (€cent)	2025 Q3	2026 Q3	YoY % chg	2025 9M	2026 9M	YoY % chg
Jet fuel	1.14	1.72	51%	1.14	1.59	39%
Personnel	0.73	0.80	11%	0.79	0.86	10%
Depreciation	0.49	0.50	2%	0.53	0.57	8%
Maintenance	0.14	0.13	-10%	0.16	0.18	14%
Other DOC	0.93	0.86	-7%	0.88	0.87	-1%
Other	0.30	0.34	14%	0.34	0.36	7%
CASK	**3.72**	**4.35**	**17%**	**3.83**	**4.43**	**16%**
CASK non fuel	**2.58**	**2.63**	**2%**	**2.69**	**2.85**	**6%**

RASK-CASK spread (annual, EURc)

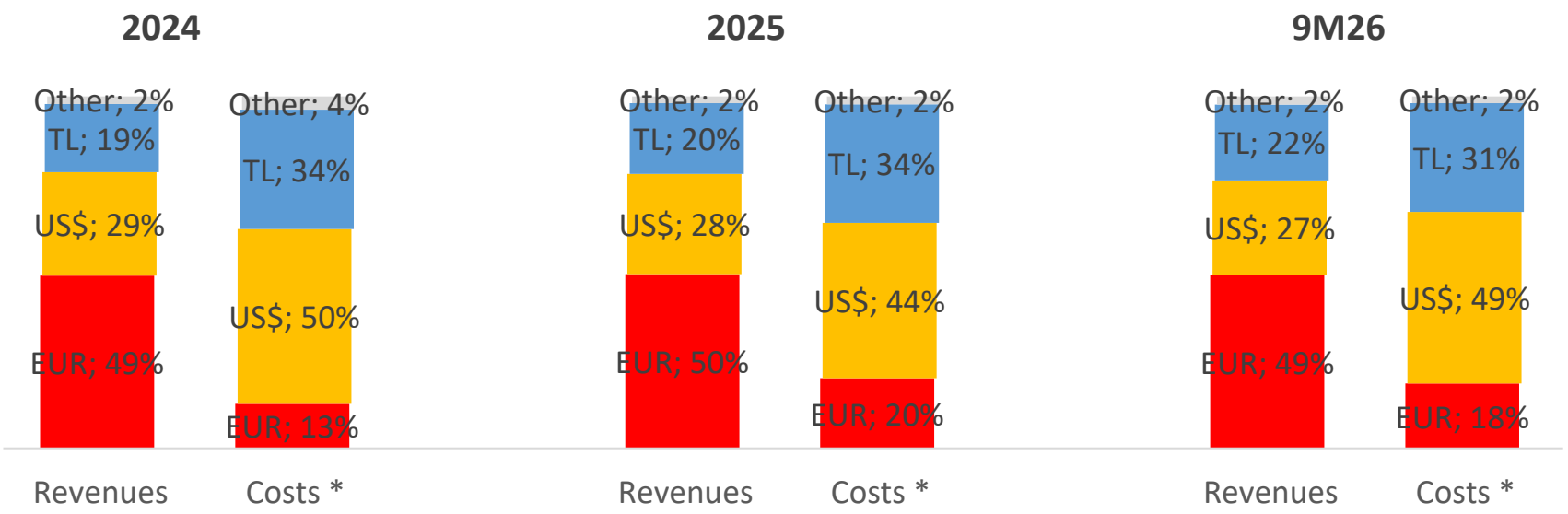


*2020-2021 figures are excluded.

Other DOC line consists of Handling, Navigation, Landing, Passenger service & catering and short term wet-lease expenses

CURRENCY BREAKDOWN – OPERATIONAL PERSPECTIVE

Revenues and costs are mainly based on hard currencies.



* Costs excluding depreciation expenses

LIQUIDITY

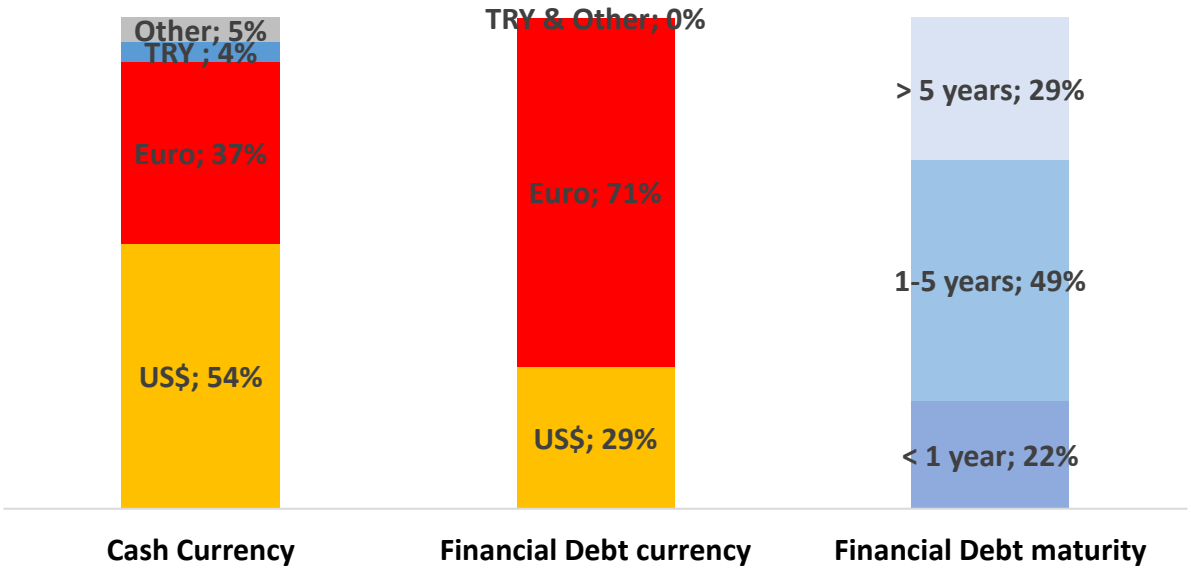
Net debt stands at EUR2.9bn as of the end of September 2026.

EURmn	Dec 31, 2024	Dec 31, 2025	Sep 30, 2026
Cash & Equivalents	1,687	1,562	2,063 *
Other Assets	208	267	350
Pre-delivery payment	180	237	177
Fixed Assets	5,636	6,064	6,275
Total Assets	**7,711**	**8,130**	**8,865**
Liabilities	1,146	1,192	1,398
Bank Loans & Debt Instruments	860	965	1,415 *
Leasing Liabilities	3,666	3,657	3,679
Shareholders' Equity	2,039	2,316	2,373
Total Liab. & Sh. Equity	**7,711**	**8,130**	**8,865**
Net Debt, EURmn	**2,749**	**2,942**	**2,943**

Net Debt: Cash & equivalents + PDP/2 – Bank loans – Leasing liabilities
Cash & equivalents include short and long-term financial assets

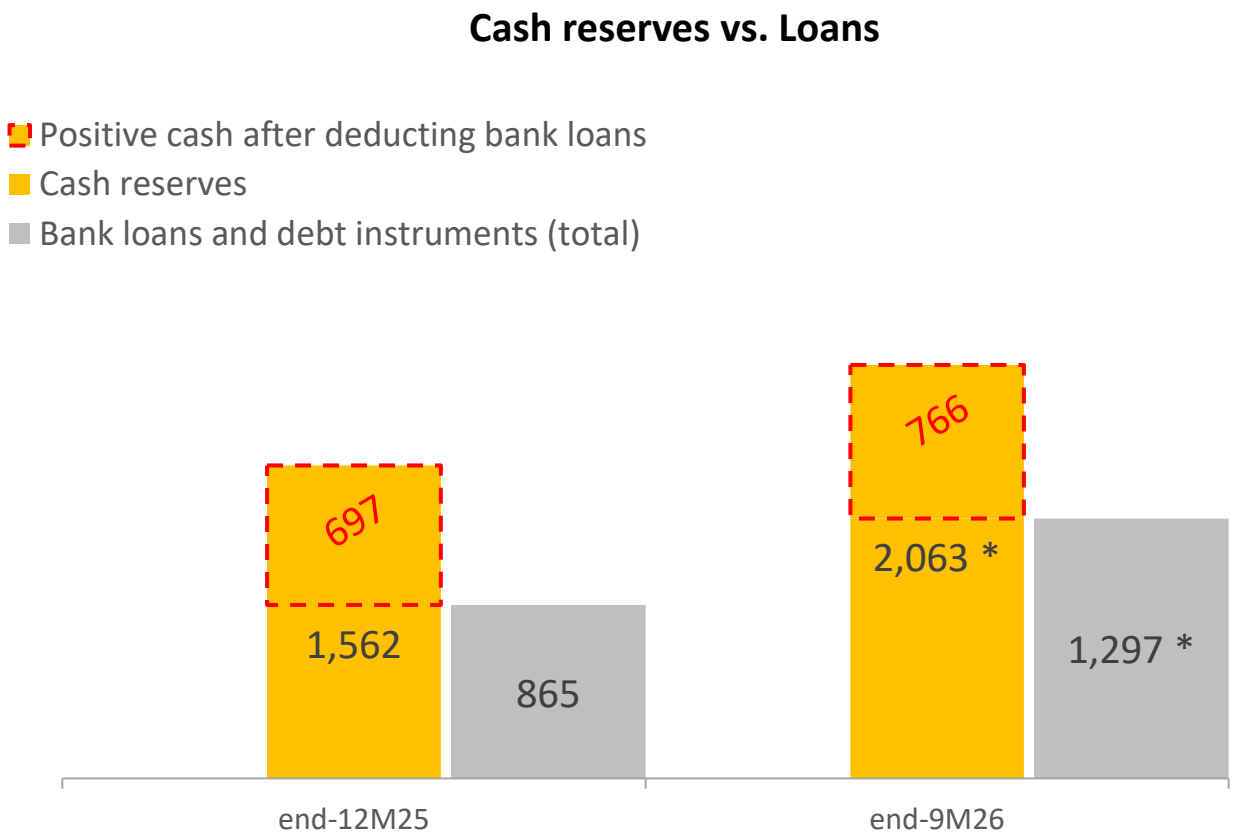
** Cash&equivalents and loans include a EUR131mn M&A financing raised for the Smartwings acquisition. The acquisiton was completed on October 1st, resulting with EUR142mn cash outflow.*

Breakdown of cash and financial debt



CASH RESERVES

Positive cash reserves are at EUR766mn as of the end of September 2026.



- *Cash reserves include short and long term financial assets.*

➢ Total cash reserves stood at EUR2.06bn at the end of September 2026, compared to EUR1,562mn at 2025-end.

➢ Positive cash reserve after deducting total short and long term bank loans (excluding the project finance loan raised for the hangar investment and debt financing associated with the acquisition of spare engines) and issued debt instruments is at EUR766mn as of the end of September 2026.

** Cash reserves and loans both include a EUR131mn M&A financing raised for the Smartwings acquisition. The acquisiton was completed on October 1st, resulting with EUR142mn cash outflow.*

HEDGING & RISK MANAGEMENT

Fuel hedge ratio is at 35% for 2027.

HEDGE VOLUME AND PRICE

	2026FY	2027FY
Hedge Ratio	67%	35%
Brent Price, $	65-71	62-71

As of September 30, 2026

HEDGE STRATEGY

- Non-discretionary portion is limited with 50% at any annual budgeting period, which is executed regardless of the price levels utilizing layered-hedging strategy.
- Discretionary portion is up to 20% of any annual budgeting period pursuant to the approval of Hedge Committee.
- Hedging tenor for non-discretionary portion is 24 months.
- **Instruments**: Vanilla Call Options, Zero Cost Collars and Swaps

RISK MANAGEMENT POLICY

- Currency Risk Hedge Program to weather exchange rate fluctuations.
- 100% international ticket revenues which are filed in US$ but collected in TRY, EUR and GBP as well as up to 25% of domestic ticket revenues collected in TRY (if required) are converted to US$ in daily spot market.

SUSTAINABILITY (ESG) UPDATE

Moving towards a **cleaner** future

PEGASUS The Path To Net Zero

We continue to focus on our emissions intensity performance towards our 2030 target of reducing emission intensity by 20% (to 52.1) compared (65.1) to 2019. Our performance **in the first nine months of 2026** was **57.1 grCO2/RPK**. Our 2026 performance was negatively affected by the challenges caused by the Middle East War between March and May but a strong operational performance in Q3 improved our emissions intensity performance compared to 2025 as at the end of September.

Moving towards an **equal and harmonious** future

#harmony

We continue our diversity, equality & inclusion initiatives under our **Harmony Program**, in line with our **United Nations Global Compact** commitment of «**Forward Faster 2030 for Gender Equality**». Numerous initiatives are in place and are being further developed to Support Women's Leadership in the Workplace, Equal Pay for Work of Equal Value, Establishing Inclusive Working Environments Welcoming Diversity & Personal and Professional Growth for Employees with Positive Impact on our Business.

Moving towards a **better** future **together**

#HereForYou

We continue our workstreams with stakeholders across the value chain for more visible and wider impact and will participate at the 31st UNFCCC Conference of the Parties (**COP'31**) in Antalya, Türkiye in November 2026, with a view to demonstrate our commitment to collaborative action towards the implementation of the UN Sustainable Development Goals.

Moving towards a **sustainable** future

SUMMARY DATA
&
FINANCIAL STATEMENTS



OPERATIONAL & FINANCIAL HIGHLIGHTS

	2024 12M	2025 12M	12M YoY chg	2024 Q1	2024 Q2	2024 Q3	2024 Q4	2025 Q1	2025 Q2	2025 Q3	2025 Q4	2026 Q1	2026 Q2	2026 Q3	Q3 YoY chg	2025 9M	2026 9M	9M YoY chg
Total Revenue (€mn)	**3,126**	**3,414**	**9%**	**519**	**763**	**1,091**	**753**	**622**	**876**	**1,103**	**814**	**642**	**865**	**1,314**	**19%**	**2,601**	**2,821**	**8%**
Ancillary Revenue (€mn)	1,060	1,275	20%	198	262	318	281	262	317	363	332	287	311	429	18%	943	1,028	9%
EBITDA (€mn) *	**888**	**840**	**-5%**	**39**	**230**	**443**	**176**	**42**	**254**	**395**	**148**	**3**	**80**	**404**	**2%**	**692**	**486**	**-30%**
EBITDA Margin	**28.4%**	**24.6%**	**-3.8pp**	**7.4%**	**30.1%**	**40.6%**	**23.4%**	**6.8%**	**29.0%**	**35.9%**	**18.1%**	**0.5%**	**9.2%**	**30.7%**	**-5.1pp**	**26.6%**	**17.2%**	**-9.4pp**
Net profit/loss (€mn)	361	302	-17%	-103	112	301	51	-62	122	227	15	-153	-92	205	-10%	287	-40	n.m.
Passengers (mn)	**37.5**	**43.3**	**15%**	**8.1**	**9.4**	**10.5**	**9.5**	**9.0**	**10.7**	**12.2**	**11.3**	**9.8**	**10.5**	**13.1**	**7%**	**31.9**	**33.4**	**5%**
Load Factor	**87.7%**	**87.7%**	**0 pp**	**87.2%**	**87.5%**	**89.1%**	**86.7%**	**86.1%**	**86.4%**	**89.2%**	**88.5%**	**86.3%**	**83.0%**	**88.2%**	**-1.0pp**	**87.4%**	**86.0%**	**-1.4pp**
ASK (bn)	66.8	78.3	17%	14.2	16.9	19.0	16.8	16.1	19.9	22.2	20.2	17.5	19.3	23.6	6%	58.1	60.4	4%
Avg. Fleet Size	109	124	13%	107	106	110	115	118	121	129	128	127	130	132	2%	123	130	6%
Avg. Stage Length(km)	1,563	1,587	2%	1,533	1,580	1,601	1,530	1,538	1,606	1,617	1,578	1,540	1,516	1,596	-1%	1,591	1,553	-2%
RASK (€c)	**4.68**	**4.36**	**-7%**	**3.66**	**4.51**	**5.76**	**4.49**	**3.86**	**4.41**	**4.97**	**4.03**	**3.66**	**4.49**	**5.57**	**12%**	**4.47**	**4.67**	**4%**
CASK (€c)	**3.86**	**3.85**	**0%**	**3.97**	**3.64**	**3.87**	**3.97**	**4.20**	**3.65**	**3.72**	**3.90**	**4.28**	**4.67**	**4.35**	**17%**	**3.83**	**4.43**	**16%**
CASK non-fuel (€c)	2.55	2.69	5%	2.56	2.29	2.59	2.77	2.98	2.57	2.58	2.69	3.08	2.90	2.63	2%	2.69	2.85	6%
Ancillary per Pax (€)	28.3	29.5	4%	24.5	28.0	30.2	29.6	29.1	29.7	29.7	29.3	29.2	29.5	32.9	11%	29.5	30.7	4%
EUR/US$ rate (avg.)	1.08	1.13	4%	1.09	1.08	1.10	1.07	1.05	1.13	1.17	1.16	1.17	1.16	1.15	-1%	1.12	1.16	4%
EUR/TRY rate (avg.)	35.47	44.62	26%	33.52	34.79	36.75	36.82	38.04	43.84	47.52	49.07	51.02	52.76	54.94	16%	43.13	52.91	23%



* EBITDA: Core EBIT+Depreciation expenses+55% of wet lease expenses

P&L STATEMENT

P&L STATEMENT, EURmn	2025 3Q	2026 3Q	2025 9M	2026 9M
Sales	1,103	1,314	2,601	2,821
Cost of sales	-776	-973	-2,096	-2,523
Gross profit	**327**	**341**	**504**	**297**
General administrative expenses (-)	-29	-32	-74	-95
Marketing expenses (-)	-20	-23	-56	-59
Other operating income	0.0	6	0.3	29
Other operating expenses (-)	-15	-3	-142	-10
Operating profit	**264**	**289**	**233**	**163**
Income/expense from investing activities	14	7	59	20
Share of investments income (equity method)	0.9	1	2	2
Operating profit before financial expense	**279**	**297**	**295**	**185**
Financial income	26	14	240	41
Financial expense (-)	-62	-94	-190	-270
Profit / (loss) before tax	**243**	**218**	**344**	**-44**
Current tax expense	0	0	0	0
Deferred tax income / (expense)	-16	-13	-58	3
Profit / (loss) for the period	**227**	**205**	**286**	**-40**

BALANCE SHEET

ASSETS, EURmn	2025 12M	2026 9M
Current assets	**1,819**	**2,216**
Cash and cash equivalents	1,087	1,573
Financial assets	337	236
Trade receivables	73	89
Other receivables	59	16
Derivative financial instruments	0	83
Inventories	46	52
Prepaid expenses	206	146
Other current assets	11	4
Non-Current assets	**6,311**	**6,666**
Financial assets	138	254
Other receivables	124	138
Derivative financial instruments	0	13
Investments (equity method)	21	24
Property and equipment	513	558
Intangible assets	40	40
Right of use assets	4,377	4,472
Prepaid expenses	687	784
Deferred tax assets	410	381
TOTAL ASSETS	**8,130**	**8,865**

LIABILITIES, EURmn	2025 12M	2026 9M
Current liabilities	**1,745**	**2,166**
Short term financial liabilities	930	1,119
Trade payables	288	389
Passenger flight liabilities	334	359
Derivative financial instruments	28	0
Short term provisions	84	80
Other current liabilities	80	202
Non-Current liabilities	**4,069**	**4,343**
Long term financial liabilities	3,692	3,976
Derivative financial instruments	5	0
Deferred income	201	206
Long term provisions	171	161
Deferred tax liabilities	0	0
SHAREHOLDERS' EQUITY	**2,316**	**2,373**
Paid-in share capital	230	230
Share premiums on capital stock	25	25
Other	-18	79
Retained earnings	1,778	2,079
Net profit/loss	301	-40
TOTAL LIABILITIES AND EQUITY	**8,130**	**8,865**

CASH FLOW STATEMENT

CASH FLOW STATEMENT, EURmn	2025 9M	2026 9M
A. CASH FLOWS FROM OPERATING ACTIVITIES	**684**	**670**
Net cash generated from operating activities	694	463
Changes in working capital	-11	207
B. CASH FLOWS FROM INVESTING ACTIVITIES	**-334**	**-109**
Cash payments to acquire debt instruments of other entities	-129	-27
Proceeds from sale of property, equipment and intangible assets	-58	-25
Interest received from financial investment	46	23
Changes in cash advances and payables	-193	-99
Other cash changes *	-1	18
C. CASH FLOWS FROM FINANCING ACTIVITIES	**-432**	**-111**
Increase in borrowings	296	521
Repayment of borrowings	-292	-137
Repayment of principal in lease liabilities	-297	-340
Interest and commission paid	-187	-196
Interest received	48	41
D. TRANSLATION DIFFERENCES EFFECT ON CASH AND CASH EQUIVALENTS	**-140**	**37**
NET INCREASE IN CASH AND CASH EQUIVALENTS (A+B+C+D)	**-222**	**486**
E. CASH AND CASH EQUIVALENTS AT THE BEGINNING OF THE PERIOD	**1,259**	**1,087**
CASH AND CASH EQUIVALENTS AT THE END OF THE PERIOD (A+B+C+D+E)	**1,037**	**1,573**

* The change in foreign exchange-protected deposits and time deposits with a maturity of +3 months (which are classified as financial investments) are presented under «Other cash changes».

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We didn’t start aviation in Türkiye,

but we transformed it!

