



CALMUN'25
HISTORICAL CRISIS CABINET
NATIONAL INVESTIGATION AGENCY
STUDY GUIDE



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1. Letter from SG

Esteemed Participants,

As the Secretary-General of Çağaloğlu Model United Nations, it is my distinct honor to welcome you all to the 7th edition of CALMUN, which will take place on May 16th, 17th, and 18th, 2025. It is with great pleasure that we present the study guide for MIT COMMITTEE, which aims to equip you with the essential knowledge and context for the upcoming three days.

After months of preparation and dedicated effort, I am proud to say that we are now just one step away from CALMUN 2025. We hope that, by reading this guide, you will feel as ready and enthusiastic as we are.

Without a doubt, this conference would not be possible without the contributions of our remarkable academic team. I extend my gratitude to our Head of Academy, Özge Öztürk; our Co-Heads of Crisis, Meryem Sultan Çok and Akay Engin; our devoted and hardworking team members; and our motivated trainees. Their commitment and passion have brought this vision to life and elevated CALMUN's academic quality to its peak.

Furthermore, I would also like to extend my best wishes to all delegates participating in CALMUN 2025. Whether this is your first conference or you are a seasoned MUNer, I thank each of you for taking a step forward and joining us. We truly hope that CALMUN will be a special experience that you will remember warmly in the future. From my perspective, MUN is about motivation, enjoyment, meaningful discussion, and connection. I wish each delegate an inspiring, engaging, and memorable experience.

Warm regards,

Ceylin Gürsoy

Secretary-General

2. Glossary

Indictment: a formal statement prepared by the prosecutor's office containing evidence and charges that conclude the investigation phase

Prosecutor: a legal representative who officially accuses someone of committing a crime by bringing a case against that person in a court of law

Cockpit Voice Recorder: a device that records the flight crew's voices, as well as other sounds inside the cockpit. From these sounds, parameters such as engine rpm, system failures, speed, and the timing of certain events can often be determined

Flight Data Recorder: a device used to record specific aircraft performance parameters during flight

Maintenance: the work that is done regularly to keep something in good condition such as cars and other vehicles

Procedure Turn: a maneuver prescribed when it is necessary to reverse direction to establish the aircraft inbound on an intermediate or final approach course

Cross-Check: a generic term used by pilots and flight attendants meaning that one person has verified the task of another to ensure the safety of the plane. It is especially used to make sure that the doors are locked during the flight

Negligence: failure to give enough care or attention to someone or something that you are responsible for

Perjury: the crime of telling lies in a court of law after promising formally to tell the truth

Provision: a statement within an agreement or a law that requires a particular action to occur

Second-Degree Offender: an offender who is not as guilty as the main culprit in the case

Constitution: a formal statement prepared by the prosecutor's office containing evidence and charges that conclude the investigation phase

Counterintelligence: secret action taken by a country to prevent another country from discovering its military, industrial, or political secrets

Cyber Security: things that are done to protect a person, organization, or country and their computer information against crime or attacks carried out using the internet

Intelligence Agency: a state organization that collects secret information, especially about the governments of other countries

Accelerator: a machine that makes particles move very fast. It is mostly used in great physics experiments and laboratories

Reserve: a supply of something such as money or mine that you are not using, but that is available if you need it

Radar: a device or system for finding the position or speed of objects, such as aircraft, that cannot be seen, by measuring the direction and timing of short radio waves that are sent out and reflect back from the objects

Corrode: to destroy or be destroyed, especially by acid or rust, usually over a long period

3. Introduction to the Committee

The National Intelligence Organisation is Turkey's state intelligence agency. It was established in 1965 to replace the National Security Service. The tasks of the MIT are, according to Law No. 2937 of 1 January 1984, the protection of the Turkish territory, the Turkish people, the maintenance of the integrity of the state, the survival, independence and security of Turkey, the constitution and the constitutional system of the government. In addition, the service is responsible for counterintelligence and the prevention of any subversive activity against the Turkish rule of law.

The MIT is in charge of collecting intelligence on existing and potential threats, from internal and external sources, posed against the territory, people and integrity, existence, independence, security and all other elements that make up the constitutional order and national power of the state. The MIT is in charge of communicating this intelligence information to the President, the Chief of the General Staff, the Secretary General of the National Security Council and other relevant state organizations as necessary.

MIT is in charge of counter-intelligence activities in Turkey. Legally, it cannot be entrusted with any other duties and cannot be led to any other field of activity than collecting intelligence on the security of the Republic. MIT is also engaged in cyber warfare. Turkey's Ministry of National Defence considers cyber security as the country's 'fifth frontier' after land, air, sea and space. MIT uses local cybersecurity solutions developed mainly by companies such as HAVELSAN and the Scientific and Technological Research Council of Turkey.

To cope with its tasks, the MIT not only has the right to unrestricted access to any state information but also full police authority. Moreover, with the permission of the Prime Minister, the service can also prosecute crimes outside its area of responsibility.

4. Introduction to Agenda Item

The airplane with flight number KK4203 was supposed to depart from İstanbul Atatürk Airport to fly to Isparta Süleyman Demirel Airport on November 29, 2007, at 23.20, however, it could depart on November 30, 2007, at 00.51 due to a delay in the previous flight. After a while when the plane approached the destination and started to descend to the Süleyman Demirel Airport, it went off the radar and crashed near a hill named Türbetepe. After the crash, it was reported that there were no survivors by authorities. It was identified that there were a total of 57 deaths, including 50 passengers and 7 crew members.

Türkiye's loss was not limited to this terrible plane crash because there were also 6 important Turkish nuclear physicists among these passengers. The physicists who lost their lives were Engin Arik, Senel Boydag, İskender Hikmet, Mustafa Fidan, Özgen Berkol Doğan and Engin Abat. They were completely unaware of what was about to happen to them while they were on their way to the Süleyman Demirel University for the fourth workshop of the Turkish Accelerator Center. After this terrible incident, the whole nation and the science community were deeply shaken by the sudden and tragic deaths of these Turkish scientists and citizens. Even though the existence of important Turkish scientists on the plane raised many doubts about the sabotage, these doubts could never be proven and eventually, the case was closed as a pilot error.

5. Basics of Aviation Accident Inquiry and Analysis

a. Purpose & Principles of Crash Site Investigation

The main objective of investigating airplane accidents is to determine the factors that caused the accident using scientific methods and to prevent the recurrence of similar incidents. Such investigations are primarily aimed at improving aviation safety rather than imposing criminal liability. Detailed investigations are carried out to determine whether the cause of the accident is due to technical, human or environmental factors. The data collected and the results obtained guide the industry with safety recommendations published by national and international aviation authorities. Transparency, impartiality and technical accuracy are key elements of an effective accident investigation. In this way, public confidence is ensured and certain measures are taken to ensure the safety of future flights. However, this process risks losing its impartiality when political pressures or commercial interests come into play, especially when a manufacturer is involved.

b. Key Steps of a Standard Investigation

i. Securing the Crash Site

The first order of business after an air accident is to secure the scene. This is vital for preserving evidence and preventing outside influences. The authorities restrict the debris area, allowing only authorized individuals to enter. However, action is taken quickly to prevent environmental factors (rain, fire, etc.) from destroying evidence. A properly preserved crime scene is considered to be the foundation of a sound investigation.

ii. Recovering the Black Boxes: (FDR) and Cockpit Voice Recorder

One of the post-accident priorities will be to locate and retrieve the aircraft's black boxes. The Flight Data Recorder (FDR) and Cockpit Voice Recorder (CVR) provide technical and operational information before the accident. Their data can reveal technical failures or human error during the flight. Specialized recovery teams are used to prevent damage to the black boxes. The information obtained constitutes one of the most important foundations of the investigation.

iii. Analyzing Physical Evidence

Physical examinations of the wreckage determine whether the accident was caused by a mechanical or structural failure. The main components of the aircraft - the engine, fuselage and wing - are examined separately. Physical findings such as traces of fire, signs of explosion or metal corrosion are meticulously recorded. The materials obtained may be subjected to further analysis in a laboratory environment. In this way, the presence or absence of physical causes is supported by conclusive data.

iv. Interviewing Witnesses

The testimony of witnesses who observed the accident and those associated with the flight crew is important for the investigation to grasp the human factor. The pilots' previous performance, maintenance records and air traffic control dialogs are thoroughly reviewed in this process. In addition, the testimonies of survivors of the accident are also taken into account. If contradictions or omissions are found, they are compared with other data from the investigation. This process helps to determine whether the accident was caused by human error or some other cause.

v. Studying Weather and Flight History

The weather at the time of the accident is an influential factor in the cause of an accident, particularly the impact of natural phenomena such as sudden turbulence. Weather data and flight program records are carefully reviewed. The entire history of the aircraft from take-off to the time of the accident is investigated in detail. Minor malfunctions or unusual situations that occurred previously are of great importance at this stage. In this way, it is determined whether the cause of the accident was external environmental factors or a different element.

Studying Weather and Flight History.

vi. Publishing a Final Report

Based on all the collected data, the experts prepare a final report covering the causes of the accident and the relevant findings. The report is based on witness statements and concrete evidence. It also provides safety recommendations to prevent similar accidents in the future. The report is usually shared openly with the public. In some cases, such as this one, political pressures or commercial interests may compromise the objectivity of the report.

6. History

The airplane with flight number KK4203 which was rented by Atlasjet from World Focus Airlines was a McDonnell Douglas MD-83 type aircraft and it was also controlled by the pilots of World Focus Airlines. The airplane with flight number KK 4203 was supposed to depart from İstanbul Atatürk Airport to fly to Isparta Süleyman Demirel Airport on November 29, 2007, at 23.20, however, it could depart on November 30, 2007, at 00.51 due to a delay in the previous flight. After a while at 01.36, the pilot reported to Isparta Control Tower that the runway was visible and they were about to descend to the Suleyman Demirel Airport. This was the last connection between Isparta Control Tower and the airplane. After that moment the connection between them was lost and couldn't be established again. After their last communication, the plane went off the radar and crashed near Türbetepe, which is 7 kilometers away from Suleyman Demirel Airport.

After the authorities reached the crash site, the General Director of Atlasjet Tuncay Doganer reported that there were no survivors from the crash. It was identified that there was a total number of 57 deaths including 50 passengers and 7 crew members. As the reporters and authorities described it was a terrible scene because there were dead bodies and their parts everywhere. Afterward, when the Governor of Isparta Semsettin Uzun observed the crash site by helicopter he stated that the plane couldn't end up there because the site was mountainous, rocky and filled with trees. On the other hand, Türbetepe was not even a transition point for the airplane. The Minister of Transport at the time, Binali Yildirim reported that there had been no unusual communication between the pilots and the Isparta control tower until the connection between them was lost. He also stated that the weather conditions couldn't have been more clear and suitable for a flight on the night of the incident.

After this terrible incident, Turkish media and the science community were deeply shaken when it was reported that there were six important Turkish nuclear physicists in the airplane as well. The physicists who lost their lives were Engin Arik, Senel Boydag, Iskender Hikmet, Mustafa Fidan, Ozgen Berkol Dogan and Engin Abat. These six physicists had a great vision to establish a Turkish Accelerator Center, which is similar to CERN. Their main goal was to produce energy by utilizing Türkiye's rich thorium reserves and to put an end to Türkiye's external dependency on energy. They were completely unaware of what was about to happen to them while they were

on their way to the Süleyman Demirel University for the fourth workshop of the Turkish Accelerator Center. The existence of these important physicists on the plane raised many doubts about sabotage. The possibility that some people wanted to kill the Turkish physicists due to the great projects that they were about to carry out, was discussed for a long time.

After the incident, the Turkish Civil Aviation Directorate General assembled an accident investigation board with 6 members to investigate the reasons behind this crash and prepare an accident report about the crash. The 6 members of this investigation board were Ferudun Seren, Hamza Dinç, H.Emre Balli, Burçin Efe Silsupur, Nuri Sakarya and Seyfettin Keskin. The investigation board prepared a 361-page accident report in one year and after it was approved by the Turkish Ministry of Transport, the report was sent to the prosecutor of Keçiborlu, who was assigned to prepare an indictment about the crash.

a. According to the Report:

While the investigations were in progress the cockpit voice recorder(CVR) and the flight data recorder(FDR) of the plane, which are also known as black boxes, were recovered(CVR records the conversations between the pilots and the other voices in the cockpit during the flight and FDR records all technical data about the flight.)After this recorder were recovered they were sent to the German Federal Bureau of Aircraft Investigation(BFU) for evaluation. After they were evaluated, it was reported that the CVR of the plane had been distorted for the last nine days therefore it couldn't record any information and the FDR of the plane could record just 14 minutes of the flight because it was partially faulty as well. Under normal circumstances, these recorders must be checked before the plane departs and if they are distorted the plane must definitely not depart.

The other evidence that they detected was related to the Ground Proximity Warning System (GPWS) which is of vital importance for airplanes. The Ground Proximity Warning System alerts the pilots when the airplane descends significantly low levels and faces a crash risk. This system starts to alert pilots one minute before the crash and it alerts them several times by calling "TERRAIN, TERRAIN, PULL UP, PULL UP" until the plane descends to a dangerously low level. Many pilots prevented possible plane crashes with the assistance of the Ground Proximity

Warning System in history. The investigators detected that the alert feature of this system was distorted in the airplane as well. If this system had worked properly there would have been an opportunity for the pilots to prevent this crash. It was also revealed that the controls of this system were not done by the pilots before the airplane departed. Additionally, it was known that World Focus Airlines had committed many infractions in the maintenance records of the airplanes previously and also delayed some required maintenance several times.

On the other hand, the main reason for this crash was related directly to the pilots who controlled the airplane. Firstly, as the investigations revealed both the captain pilot and the co-pilot did not complete some compulsory training before the flight, even though the captain pilot was highly experienced. It was also reported that both of the captains had not flown to Isparta before this flight. Secondly, it was reported that the lighting of the area, where Süleyman Demirel Airport is located, was inadequate, especially for night flights. While the pilots were preparing themselves to descend to Süleyman Demirel Airport they couldn't apply the landing procedure correctly and this was stated as the main cause of the crash in the final report. The pilots should have made a "procedure turn" which indicates that they should have turned at 180 degrees to reach the Süleyman Demirel Airport, as it was planned. However when the airplane reached the turning point the pilots turned with a 60-degree deviation to the right side when they were supposed to turn to the left side.

Finally, the case was closed as a pilot error and the main cause of the crash was specified as: "The crew members couldn't apply the procedures in the emitted descent plan and they couldn't ensure the mutual cross-check." in the final accident report. Although it was stated that there was no responsible person for the crash, the prosecutor of Keçiöorlu mentioned ten authorities from World Focus Airlines at the end of the accident report.

b. Process of the Lawsuit

The public prosecution regarding the accident was initiated on June 16, 2009. Initially, the defendants were only the 10 authorities who were mentioned at the end of the accident report. The first hearing of the prosecution was held in Isparta Heavy Penal Court on July 28, 2009, and

10 authorities of World Focus Airlines stood trial in the hearing. Afterward, the total number of defendants was increased to 20 people.

After seven years, the Court of Justice decided on the penalties to be imposed. The Director General of World Focus Airlines Aydın Kızıltan, the employee of World Focus Airlines Ismail Taşdelen and the board member of World Focus Airlines Yavuz Çizmeci sentenced to 11 years and 8 months in prison for “causing the death of more than one person through negligence”. Also, the technician of World Focus Airlines Fikri Zafer Dinçer was sentenced to 5 years and 10 months in prison for the same reason. Recep Demircioğlu and Vedat Örs were sentenced to 2 years and 6 months in prison for “perjury”. Lastly the Director General of Civil Aviation at the time Ali Ariduru and the Assistant General of Civil Aviation Oktay Erdağı were sentenced to 1 year and 8 months to prison for “abusing their powers”. These eight defendants were sentenced in prison and the other twelve defendants were acquitted on all counts.

In this period no one from Atlasjet was accused of causing the accident because before Atlasjet rented the aircraft from World Focus Airlines they had signed a contract and in that contract, it was stated that the maintenance of the airplane would proceed to be done by World Focus Airlines while it is being used by Atlasjet. This indicates that Atlasjet did not have any responsibilities for maintaining the aircraft and for this reason, they were not accused of causing the crash at the time.

However, after the provisions were examined by the Supreme Court it was decided that the acquittal of two defendants should be reviewed again. These two defendants were the officials of Atlasjet: General Director Tuncay Mustafa Doğaner and Flight Operations Manager Mehmet Serif Erbilgin. After their acquittals were reviewed, the Supreme Court decided that they were “second-degree offenders” for the accident and must be judged again. After they were judged for the second time, the Isparta Heavy Penal Court sentenced the two officials of Atlasjet prison to 5 years and 10 months for “causing the death of more than one person through negligence” in 2021.

7. Allegations on International Interference

In the investigation of the crash of the plane, there have been various allegations of direct or indirect interference by international actors. In particular, the participation of the Boeing company in the investigation group tainted the principle of impartiality. This increased the likelihood of concealing the technical causes of the accident. The efforts of an American company to defend its interests raised doubts about the legitimacy of the investigation. In Turkey, the public and the press have assessed that US-based interest groups have influenced the process. According to some experts, the company's involvement in the investigation is not only technical assistance but also a strategy of political balance. In this context, the incident is considered to be not only an accident but also a diplomatic crisis. Some reports in the international media have emphasized the lack of transparency in the post-accident process. In addition, restrictions on access to investigation documents indicate the existence of external factors controlling the flow of information. The fact that Turkey has established a secret control mechanism against these interventions shows that it attaches importance to these allegations.

The involvement of MIT showed that the incident was seen not only as a technical disaster but also as a national security threat. International experts involved in the investigation have previously been found to have acted in defense of corporate interests in similar crises. Such examples lead to a review of claims of impartiality. The frequency of international diplomatic meetings in the aftermath of the accident suggests that there may be political motivations behind the incident. The close monitoring of the situation by NATO and EU institutions reflected a sensitivity to the regional balance of power. Turkey's emphasis on independence in the investigation process can be considered as a stance against the possibility of foreign interference. On the other hand, the fact that the technical findings in some reports were not made public raises the possibility of censorship that could be explained by external factors. It is also noteworthy that satellite images, radar data and black box information about the accident are only available to certain countries. A significant portion of the reviews of the incident published by international media outlets contain language that normalizes corporate and state collaboration. This language carries with it the threat of concealing the truth. To conclude, the investigation

process should be considered not only in terms of aviation safety but also in terms of international relations and intelligence operations.

8. Cabinet Members

a. Fırat Fethi - Technical Analysis and Field Specialist

Fırat Fethi is an Air Force Academy graduate and intelligence officer. He has extensive practical experience on airplanes and is an expert in observing and reporting mechanical anomalies, especially with the skills he gained during military reconnaissance flights. During his tenure at MIT, he conducted research on discrepancies in radar records, black box data and GPS tracking systems, and played an important role in organizing the data collected before the crash. Currently, it is mapping physical evidence from crime scene investigations and digitally reconstructing the accident through drone-assisted simulations.

b. Mehmet Kerem Arslan - Foreign Affairs and Political Repression Analyst

During his tenure at the Ministry of Foreign Affairs, Mehmet Kerem Arslan was involved in the resolution of many political crises, particularly in the Middle East and the Balkans. He then moved to the National Intelligence Organization, where he worked on foreign interventions, international pressure tools and the influence of foreign state actors on Turkish domestic politics. Thanks to his ambassadorial posts and network of international relations, he plays an important role in the committee in analyzing the political background and assessing the potential impact of foreign actors. In academia, he is known for his work on covert interventions between states. After the November 30 incident, MIT was included in the Investigation Cabinet to investigate the role of international actors and lobbies in the crash.

c. Koray Köseoğlu

Koray Köseoğlu is a former air force captain who served in the Turkish Air Force for 23 years. His professional experience is not limited to aviation. After graduating from Ankara University Faculty of Law, he specialized in international air transport contracts and ICAO/IATA regulations. He previously worked as a consultant at the Directorate General of Civil Aviation and provided legal assessments in many international accidents.

d. Prof. Dr. Ayşenur Karaca - Forensic Medicine and Aircraft System Analysis Expert

A graduate of Istanbul University Faculty of Medicine, Prof. Dr. Ayşenur Karaca specialized in forensic medicine and worked especially on the investigation of the causes of death in air accidents. She has worked as an expert witness on identification, burn analysis and blast effects assessment in major air accidents in Turkey. Karaca, who has academic publications on criminal pathology, can reveal clues about pre-accident events by examining impact marks on bodies. Immediately after the crash, he was included in the committee by MIT and assigned to technical autopsy analysis and the evaluation of suspicious data on cabin pressure. Karaca also works on aircraft software systems, analyzes post-incident software data and collects information on the digital infrastructure of the aircraft.

e. Funda Elverdi - Digital Accident Simulation and Data Analysis Specialist

Funda Elverdi graduated from Istanbul Technical University, Department of Aeronautical Engineering and received her master's degree in flight data simulation from DLR Space Research Center in Germany. She is one of the pioneers in Turkey in creating digital accident simulations with real-time flight data. He has the ability to transfer black box data to the simulation environment with physical and mathematical modeling. In this way, the dynamics of the plane in its final moments and possible system failures are recreated in the digital environment. Elverdi also works on the possibility of technical sabotage, searching for traces of data deletion or alteration. Although a retired bureaucrat, he still has strong bureaucratic connections and has taken on the task of ensuring the technical data integrity of the committee.

f. Burak Ertem - Aircraft Engine Systems and Structural Failure Specialist

Dr. Burak Ertem graduated from Yıldız Technical University, Department of Mechanical Engineering and worked as a maintenance engineer at Turkish Airlines Technical Department for many years, specializing in structural safety of aircraft engines. He has the ability to detect possible failure symptoms with high precision by comparing the performance graphs of aircraft engines with flight data. In the technical field, he conducts microscopic examinations of engine debris to investigate the possibility of external interference. It also conducts multidimensional analyses by evaluating humanitarian and technical causes together. His previous involvement in various types of plane crashes makes him a critical expert in this investigation.

g. Uras Mumcu - International Media and Public Diplomacy Analyst

A graduate of Boğaziçi University with a degree in Political Science, Uras Mumcu started his career as a journalist and was particularly known for publicizing the weaknesses of the government. He later retired from journalism but started working on public diplomacy and media control systems at MIT. He analyzes the influence of international media on events, lobbying and the role of corporations (e.g. Boeing) in inter-state relations. In this case, he focused on international media manipulation, Boeing's reporting obligations and public perception after the crisis. She is the coordinator of the media analysis unit.

h. Rtd. Colnl. Meryem Sultan Yayar

Meryem Sultan Yayar is an expert in the fields of intelligence and cyber security who served in the Turkish Air Force for 30 years and retired with the rank of colonel. Since her retirement, she has been a consultant in the field of defense technologies. He is particularly known for his work on malware infiltration, data manipulation and electronic warfare systems. He is also an expert in the analysis of in-flight digital communications.

9. Resources and Links for Further Information

<https://asn.flightsafety.org/wikibase/321830>

https://en.m.wikipedia.org/wiki/Atlasjet_Flight_4203

<https://simpleflying.com/atlasjet-flight-4203-crash-anniversary/>

<https://bianet.org/haber/plane-crash-near-ismarta-57-dead-103250>

<https://www.theguardian.com/world/2007/nov/30/turkey.jamessturcke>

<https://www.hurriyetdailynews.com/amp/retrial-on-ismarta-plane-crash-ends-after-17-years-as-pennalties-upheld-191532>

<https://www.flypgs.com/en/travel-glossary/flight-data-recorder-black-box>

<https://skybrary.aero/gpws>