

IGVS
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Dear Young People,

Istanbul Gelisim Vocational School, which started its education life in 2008, started to publish a monthly E-Bulletin as of 2021. We are very happy to bring you the january issue of our e-bulletin and to share with you the developments in our Vocational School. I believe you will enjoy reading our bulletin and I present my greetings and respect with the hope of meeting you in a new issue.

You can follow all the developments in our Vocational School on our social media channels.

Director of IGVS
Assist. Prof. Dr. İsmail Cem AY



World universities are ranked according to their ‘Power of Influence’: Istanbul Gelisim University ranked 24th in Quality Education!

Times Higher Education (THE) Impact Ranking 2021, the world university ranking organization, has been announced. In the ranking, Istanbul Gelisim University (IGU) has achieved a great success by taking the 24th place among the universities that provide the highest quality education in the world.

In the category of ‘Quality Education’, Istanbul Gelisim University has achieved a great success by ranking 24th among 1240 universities worldwide. At the same time, the university ranked 1st, leaving 45 universities from Turkey in the ranking.

Please [click here](#) for more information.

822nd AMONG 4,126 WORLD UNIVERSITIES

World university ranking organization SCIMAGO 2021 results announced. In the evaluation, Istanbul Gelişim University was ranked 822th among 4 thousand 126 universities in the world.

The SCIMAGO 2021 world university ranking list, which is made by evaluating the research and innovation activities of world universities between 2015-2019 and web indicators for 2020, has been announced.

“21st in Economics, Econometrics and Finance”

SCIMAGO, the Spanish-based international higher education rating agency, measured the research performance, innovation output and web visibility of world universities. According to its research and innovation studies in the fields of Economics, Econometrics and Finance, Istanbul Gelişim University ranked 21st among the universities in Turkey, 7th according to its research and innovation studies in the field of environmental sciences, and 30th in Turkey according to its research and innovation studies in the field of mathematics.

In the field of environmental sciences, Istanbul Gelişim University also managed to be the 300th among OECD country universities and 37th among Middle East universities.



BEING a STUDENT in IGVS

Crew Resource Management (CRM) In Aviation

Aviation has continued to develop continuously since the primitive periods of human history. As the human generation continues, the aviation industry will continue to grow without slowing down. The first successful manned flight in history was made by the Wright Brothers. From the past to the present, there have been many accidents/incidents that have written their names in the history of aviation. The importance of Crew Resource Management has increased thanks to the results obtained from these accidents, and a significant decrease in accident rates has been observed with the increase in communication between crew.

Communication is of vital importance in every field where human beings exist. In particular, the concept of communication is an indispensable factor for coordination between crew in aviation. Crew Resource Management, from pre-flight operation to on-ground services; it draws a road map that leads us from in-flight organizations to post-flight controls. Crew Resource Management includes international aviation disciplines. Crew Resource Management (CRM) has been the subject of many academic studies in the literature.

While CRM ensures that passengers are transported from one point to another in a safe and secure manner, it includes dynamics that raise awareness of crews about how to behave at the right time and place. The aviation equivalent of the awareness we are talking about is "Situational Awareness". This concept explains where and how to be, to be mentally and physically aware of what is happening around you, and to take the necessary precautions by noticing possible dangers in advance. There is no room for error in aviation. A small mistake can turn into an Error Chain and

eventually cause fatal accidents. This is where the vital importance of CRM comes into play. For example, mistakes to be made as a result of communication problems due to accent and cultural differences between the two captains in a flight or disagreements due to the difference in seniority between the two cabin crew can turn into irreparable events.

CRM training is given to all airside and landside employees in all airline companies under the name of "recurrent" annually. We, as Istanbul Gelişim Vocational School, aim to bring CRM trainings that we prepare in line with civil aviation rules with our students every year, so that they gain this awareness before they enter the sector. Thus, our students start the sector ahead and find a place for themselves in the competitive environment of the sector. Flying is a passion. With this passion, I greet all my colleagues and students with love and wish them safe flights.

Lect. Elçin YAKUPOĞLU
Head of Transportation Services Department



Flight Operations Expertise

Air transport is one of the most used modes of transport today. We all often prefer air transport, as it is usually faster and often more economical. Air transport is a complex system that includes many sub-items. After we decide to take an airplane trip, we begin to interact with many elements of this system. The travel agency when buying the flight ticket, the ground staff when making the flight operations at the airport, the cabin crew when we get on the plane, and the pilots whose existence we remember with the flight announcement even if we do not see them most of the time are the main elements that have an impact on the realization of the flight for us. However, the flight process actually contains many more complex processes with more elements than it seems. There are many background players that are indispensable for the realization of the flight operation, so to speak, but that we, as a passenger, are not aware of. Perhaps the most important of these players are the flight operations specialists (dispatchers), who we can call the invisible heroes, who are at the heart of the flight operation.

For a flight operations specialist, flight operation begins long before flight time. The flight plan, which contains almost all the information about the flight and can be described as a pilot's handbook during the flight, is the work of flight operations specialists. A flight plan includes flight information, every detail of which is meticulously planned, from the route the aircraft will follow to the airports where it can land in an emergency. Therefore, although passengers may not be aware of its existence, the contribution of flight operations specialists to a flight is so important that it cannot be ignored. For this reason, the training and licensing processes of flight operations specialists are meticulously followed by the Directorate General of Civil Aviation (SHGM), the civil aviation authority in our country. It is inevitable that flight personnel, who have such a great influence in a system, re-

ceive good training and their qualifications require approval by the competent authorities.

As Istanbul Gelişim Vocational School (IGVS), we provide flight operations specialist training approved by DGCA. Our training content includes a total of 14 module courses, and our training content is prepared by taking into account the requirements determined by DGCA. Our module trainings are given by expert and experienced trainers; therefore, there are dispatchers and pilots in our staff. Flight operations specialist basic training certificate is given to students who successfully complete the flight operations management program. Our students; After being entitled to receive this training certificate and receiving the English proficiency score (YDS 50) determined by DGCA, they are entitled to take the flight operations specialist license exam held by DGCA at regular intervals. Our students; If they are successful in this exam, they will have a flight operations specialist license and can be appointed as dispatchers in airline companies.

As Istanbul Gelişim Vocational School, we care about dispatcher training, which is such an important part of the air transport system, and we pay due attention to our students who want to continue on this path.

Lect. Demet DAĞLI
Flight Operations Management Program



Technologies Used in The Translator Profession

There are many software that a professional translator encounters in her/him working life. Being in touch with these software while still a student is an important step to get ahead in professional life. In this article, we have touched upon the three technologies that translators will use most frequently.

Office Software

Translator profession cannot be considered independent of office software. Today, the translations of the texts that come to a translation company are usually done through dictionary processors such as Microsoft Word, Open Office, Libre Office. Therefore, a translator working in the sector should have a good command of the basic features of dictionary processors.

Translators can price by finding the number of words and characters in a document with the word count feature of dictionary processors and can notice errors in the text with its spelling and punctuation feature. It can use the "new comment" and "track changes" functions of dictionary processors for post-reading operations.

Known spreadsheet programs such as Microsoft Excel and Libre Office Calc are other office software that translators may need. Translators can keep track of their work and clients through spreadsheet programs, can prepare invoices, can create two-column glossaries saved in CSV (comma-separated) format and export them to any translation memory system glossary.

Internet

The spread of the Internet has created great changes in the lives of translators. The first of these changes has been in the relations of translators with their clients. Translators today have begun to receive translations even from clients across the world, which has given them access to more jobs. Thanks to the Internet, translators can access necessary information and documents and communicate easily with each other. With the advent of cloud-based translation technologies, they can work on translation projects via an online platform wherever they have internet, without the need to carry any other material with them.

Of course, there are also negative aspects of the widespread use of the Internet in the translation profession. Ensuring data security has become much more difficult than before. This situation can cause negative situations in translation works that involve confidentiality. Apart from this, the information found on the internet may come from unreliable sources and may mislead the translator. At this point, translators should not only learn the useful aspects of the internet for them, but also gain a perspective in which they will question the reliability of the information on the internet and the negative aspects of the internet.

Translation Memory Systems

The basic idea behind translation memories is that translators can use the translations they have made before. Translation memories are a technology that divides the texts to be translated into parts. This separation is done not according to the meaning in the text, but according to the punctuation marks or paragraph endings at the end of sentences. Translation memories save the translation of each piece made by the translator. Thus, as you translate, the data volume in the memory increases. If there is an identical or similar part in the database in later translations, the translator can use this sentence again without changing it or with the changes she/he will make. Another feature of translation memory systems is that they can be used by connecting to machine translation engines. Thus, machine translation feature can be used while translating, apart from the previously translated parts in the translation memory.

Thanks to translation memory systems, translators can not only write a coherent text, but also save time. Examples of these systems are software such as SDL Trados, MemoQ, SmartCAT and OmegaT.

Lect. Tuğçe APAYDIN AZMAN
Head of Applied English Translation Program



If You Haven't Received the UAV Drone Pilot Certificate Yet, Hurry Up!

The flying ships we saw in Star Wars are now real. Drone technology has opened this door, now the rest will be left to time and new technologies added. So, where will we be in this while the world's technology is advancing rapidly? Air transport has been hit hard due to covid19 and similar variants around the world. Many countries closed their borders and ended air transportation for a certain period of time due to the contagious epidemic. Today, vaccination studies of the World Health Organization and developed countries are still continuing. It seems that getting vaccinated will not be the final solution, and it is unknown whether new vaccines



will have an end as new variants continue. Under these conditions, worldwide shipments and orders have begun in order to deliver personal hygiene materials, agricultural spraying, first aid materials as quickly as possible. One of the world's largest companies amazon.com announced that drone transportation will come to the fore for order delivery. It's even known to have started. The demand for drone transportation will increase in cities such as Istanbul, New York and Tokyo, where traffic is very congested, especially in short and inter-city distances. So how is Drone Transport in the world right now and what will it be in the future? It seems that one of the professions of the future will be the piloting of unmanned aerial vehicles.

It is not too late for the Drone Pilot License, which will have a wide range of effects in the military and commercial fields. Director General of Civil Aviation, Unmanned Aerial Vehicle (UAV) has rolled up its sleeves for sportive pilot license. There is no time limit on the website of DGCA for now but it is thought that in the future this license will be given for a fee. So we recommend getting this license while you can. No prerequisites for application. Only mails with yahoo and yandex extensions are not accepted. The e-mail address to be registered in the system must be entered fully and correctly. Who knows, you may start with the piloting of Unmanned Aerial Vehicles for now and be the pilot of one of the manned aircraft of the future. I think why not. Your future job may be waiting for you just a link away.

<https://iha.shgm.gov.tr/public/index?ReturnUrl=%2f>

Lect. Remzi SIZAN
Head of Civil Aviation Cabin Services Program



Early Deindustrialization and the Air Transport Sector

In the first phase of the globalization phenomenon, which has become widespread since the 1980s, the goods markets of the countries have been integrated with the world economy. In the second stage, especially in the 1990s, barriers to the international circulation of financial movements were removed, allowing economic units to easily access financial resources. The abandonment of the import substitution and protectionist economic policies, which have been generally implemented in the world since the 1929 economic crisis, and the liberal economy understanding becoming dominant, has caused different structural transformations on the economies of the countries. Structural transformations caused by the liberalization process have emerged primarily in developed economies. As a result of the internationalization of economic activities, the industrial production of these countries has started to decrease. This process is called deindustrialization in the literature.

Developed countries entered the industrialization process from the 18th century and the labor demand of the industry was met through migration from the village to the city. In this framework, an important structural transformation has taken place with the industrialization phenomenon and while the share of agricultural production has tended to decrease, industrial production has increased rapidly. This process, which constitutes the enrichment mechanism of developed countries, continued for many years and formed the basis of economic development. However, the decrease in the prices of industrial goods with increased production and the corresponding decrease in profit rates brought about the transition process from industry to service sector. If this mechanism, which forms the basis of deindustrialization, is perceived as a result of the industry reaching a certain maturity, it can be considered as a natural economic evolution for developed countries. In addition, the acceleration of technological development has reduced the de-

mand for labor in the industry, causing the supplied labor to shift to the service sector. In other words, technological development has also contributed to the deindustrialization process, especially in employment. Due to the technology-dominated service sector in developed countries, deindustrialization did not cause losses in the whole economy, and a structural unemployment problem did not arise as employment shifted from industry to service sector. In recent years, the uneven growth trend of the service sector has started to be seen in developing countries as well. This trend is described as early deindustrialization. The phenomenon of early deindustrialization is perceived as a problem for developing countries as opposed to developed countries. Direct transitions to the service sector without completing its industrialization cause unemployment problems, productivity losses and slowdown in growth.

The Turkish economy has been involved in the globalization process with the January 24 Decisions; First of all, goods movements were liberalized. Since 1989, financial integration has been achieved and the export-led growth model has been adopted as the economic growth method. Due to the international competition emerged with globalization, the profit rates of industrial production have decreased and the share of the industry has started to decrease. However, the goal of increasing exports was not abandoned and the increase in exports was realized at the expense of suppressing domestic consumption by reducing real labor incomes. In addition, the continuous devaluation of TL has created another mechanism of export growth. In other words, exports could be increased, but the targeted economic growth could not be achieved. On the other hand, while exports increased, imports also increased, and dependence on imported inputs developed. As a result of this process, the Turkish economy has taken on a structure that cannot export without imports. With



the deindustrialization process in production as a result of the loss of profitability of the manufacturing industry, the labor supply arising from the agricultural population has turned to the service sector, which is more distant from international competition, instead of industry. However, since the labor demand of the service sector is below the labor supply, both the general level of wages decreased and the unemployment problem started to become chronic. According to the data of the second quarter of 2021, a total of 28 million people work and 17 million of them are employed in the service sector. The number of people employed in industry and agriculture is 6 million and 5 million, respectively. These data reveal that the Turkish economy is in the grip of early deindustrialization. In addition, the fact that the service sector in Turkey is predominantly in low-skilled areas further deepens the problem and causes the existing workforce to linger in unproductive areas. It is known that not only Turkey but also many Asian and Latin American countries are in the trap of early deindustrialization. It is seen that countries such as South Korea, which do not fall into this trap and continue their industrialization, have achieved a sustainable growth.

It is important to determine the structure of the service sector in order to reverse the inefficient accumulation in the service sector and to weaken the deindustrialization process. The industrial sector, which has lost its productivity in today's economic structure, does not have the opportunity to provide employment to the agricultural population. Although inefficient, it seems more possible to reverse the deindustrialization process through the service sectors, which constitute the basic income of the economy. In this context, acting on service sectors that have high interaction with industry will make a significant contribution. It is known that the interaction of the logistics sector with the industry is high. Considering the relationship between the air transport sector and exports within the logistics sector, it seems appropriate to choose the target sector for reversing deindustrialization. Empirical studies show that air transport has a high backlink effect, that is, its power to affect other sectors. The backlink effect can also be considered as a production multiplier in quantitative economics. In other

words, increases in the production of the air transport sector; It causes direct and indirect production increases in sectors such as basic metal, mining, wholesale trade, especially in the energy sector. In addition, the indirect factor use of the air transport sector has exceeded the direct factor use in recent years. This situation constitutes an important evidence of the interaction with other sectors. In terms of employment multipliers, it is seen that the direct and indirect employment effect of the aviation sector is high. The employment multiplier measures the direct and indirect employment increase that an increase in the production of one sector will cause in other sectors. For example, the increase in production in the aviation sector increases the employment of the basic metal sector at a high rate.

As a result, the production increase of the air transport sector has a multiplier effect on the manufacturing industry. In addition, it can be used as an effective tool in reducing deindustrialization in production, since it is effective on production due to its close relationship with exports. The air transport sector can be used effectively in the fight against unemployment, which is the main problem of the Turkish economy, which has emerged as a result of deindustrialization due to the high employment multiplier.

Lect. Atilla AYDIN
Air Logistics Program

Sources:

<https://data.tuik.gov.tr/Kategori/GetKategori?p=istihdam-issizlik-ve-ucret-108&dil=1>

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Bayar, A.A. ve Günçavdı, Ö. (2018), Türkiye'de Sanayisizleşme ve Yoksulluk, Efil Journal, Cilt 1, Sayı 4, 36-71

Rodrik, D. (2016), Premature Deindustrialization, Journal of Economic Growth, 21, 1-33

OUR EVENTS

A talk on “ Ecumenical Patriarchate” was held within the scope of IGVS, Tourist Guiding Program. Tourist Guide-Author Ahmet Faik ÖZBİLGE attended the interview moderated by Lect. Senay OTO as a speaker. For detailed information about the event, please [click here](#).

IGVS Tourist Guidance Program students visited Sultanahmet. In the trip held on 04.01.2022, Lecturer Senay OTO and Tourist Guide Dinç TÜMERKAN guided our students. For detailed information about the tour, please [click here](#).

ISTANBUL
GELISIM
UNIVERSITY

SKS Interview

FENER GREEK PATRIARCHATE

MODERATOR
Lect. Senay OTO

GUEST
Ahmet Faik Özbilge
Tourist Guide - Author

5 January 2022
Wednesday 20.00

Google Meet
meet.google.com/crp-qyha-nzv

gelisim.edu.tr/en



A trip to the Istanbul Air Force Museum was organized on 04.01.2022 within the scope of IGVS, Air Logistics Program. The photographs taken by our program students during the trip are given below, along with their names.



Mert ULUCAN



Kulem Hüseyin AKBAŞ



Nidanur ALEMDAR



Enes Baran ŞİMŞEK



Şevval Nur ARICI

NEWS from IGVS

The cooperation of Istanbul Gelisim Vocational School and Afyonkarahisar Do It Yourself Association broadens its horizons. The Symposium, which will be held for the second time this year, will include technology, design and skill workshops, sample applications, eTwinning project applications, as well as social sciences with various applications. The International Symposium, which is nearing the end of the submission deadline, will take place face-to-face at the Ikbal Hotel on March 7-8 and online on March 9. Our original knowledge production activities continue at full speed. Please [click](#) here for more information.

High School Winter Academy offers high school students the pleasure of learning without experiencing exam anxiety. Please click [here](#) for more information.



Istanbul Gelisim University comes together with high school students at various events and platforms. It has been organizing the High School Winter Academy for high school students since 2018 in order to ensure that students get to know the departments closely and spend their holidays productively before directing their career maps. The courses offered to students at the High School Winter Academy consist of content that students will gain knowledge and experience as well as have fun. It provides high school students to experience university life for a week with the courses given by the well-equipped academics of Istanbul Gelisim University. In this way, Istanbul Gelisim University

Within the scope of TÜBİTAK 4005-Science and Society Innovative Education and Practices Project No. 119B101, “Grab Data, Add Value with Thon II”, which was carried out between 01-09 September 2021 under the coordination of Kırklareli University and TÜBİTAK, the study titled “The Effect of Working Capital Management on Profitability: Borsa Istanbul (BIST) Example” was developed by IGVS Logistics Program Lect. Emine ÖZTÜRK and Kırklareli University Social Sciences Vocational School Lect. Fettah KABA with organized training and activities.

Link of the event:

<http://ideathonkampi.klu.edu.tr>

Link of the published article:

<https://dergipark.org.tr/tr/pub/klusbmyo/issue/67594/1035070>

The article titled "Analysis of Imported Input Dependency in Turkish Economy" by Lect. Atilla AY-DIN from IGVS, Air Logistics Program was published in the Journal of Academic Approaches.. The access link is below.

<https://dergipark.org.tr/tr/download/article-file/1563828>



IGVS, Civil Aviation Cabin Services (English) Program Lect. Fatih Frank ALPARSLAN's article titled "The Effects of Rest Quality, Anxiety and Exhaustion on Flight Attendants Flying Internationally" was published in the Journal of Osmaniye Korkut Ata University Faculty of Economics and Administrative Sciences. The access link is below.

<https://dergipark.org.tr/tr/pub/oskauibfd/issue/67540>



IGVS, Public Relations and Publicity Program, Lect. Atilla Akalin's article "Skeptic Theism and Evil: Peter van Inwagen's Claim of No Minimum" was published in the Journal of Theosophia: Philosophy, Theology, Social and Human Sciences. The access link is below.

<https://zenodo.org/record/5806584#.Yd1d2VhB-wTV>



IGVS, Computer Aided Design and Animation Program, Lect. Murat KARAOVA's article titled "An EVALUATION ON FEYHAMAN DURAN AND HIS STUDENT AHMET YAKUPOĞLU'S PAINTING STUDIES" was published in the Journal of Kalemişi- Türk Sanatları. The access link is below.

<https://www.kalemisidergisi.com/makale/pdf/1642478258.pdf>



IGVS, Air Logistics Program Lect. Atilla AY-DIN's article titled "The Structure of the Wheat Production Sector in Turkey and Production Forecast with ARIMA Model" was published in the January issue of Business Economics and Management Research Journal. The access link is below.

<https://dergipark.org.tr/tr/download/article-file/1924273>



The research article of Lecturer Hatice SARIYAR from IGVS, Printing and Publishing Technologies Program, titled "Identity and Reality in the Digital Age: Parody Accounts on Twitter" was published in the 6th issue of ISophos: International Journal of Informatics, Technology and Philosophy. The access link is below.

<https://www.isophos.org/dijital-cagda-kimlik-ve-gerceklik-twitterda-parodi-hesaplar>



AGENDA of PERSONNEL

- As of 19.01.2022, Lect. Selim AYKAÇ has been appointed to the Vocational School of Istanbul Gelisim University as the Head of Program.



Masthead

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THINGS TO KNOW



ABOUT NEW CORONAVIRUS



All necessary measures are taken for the **coronavirus** revealed in Turkey and the World at **Istanbul Gelisim University**. **Things to know about coronavirus are as follows:**

What are the new coronavirus symptoms?

- The most common symptoms are **fever, cough and respiratory distress**.
- In severe cases, **pneumonia, severe respiratory failure, kidney failure and death** may occur.
- Incubation period is between **2 and 14 days**.

How is the virus transmitted?

- It can be transmitted by the contact of the droplets caused by **coughing and sneezing** with the contact of the **mouth, nose and eyes** of other individuals in certain environment and by touching the surfaces where the droplets adhere and taking hands **into the mouth, nose or eyes**.

What to do to be protected from the virus?

- When **coughing or sneezing**, the mouth and nose should be covered with a **disposable tissue**, if there is no handkerchief, the mouth should be closed with the **upper sleeve or elbow**, not with the palms.
- **Handshaking and hugging** should be avoided.
- **Mouth, nose and eyes** should not be touched with dirty hands.
- Hands must be washed for **at least 20 seconds** in accordance with the **Handwashing Instructions** found in the toilets. In the absence of water and soap, **alcohol-containing hand antiseptics** should be used. **Cologne of 70-80 degrees** also serve as disinfectants.
- Offices and classrooms must be **ventilated hourly**.
- Places frequently used by many people such as common areas and door handles should be **disinfected every 2 hours**.
- Hands **must be washed** after using **public transportation**.
- Because the virus progresses faster in people with low immune system; **a balanced and healthy diet** is required. Foods **must be washed thoroughly** before consumption.

What to do if there are symptoms?

- If you have come from countries with infections **in the past 14 days**, apply to the **nearest healthcare facility** by wearing a **surgical mask**.
- If you are **coughing, have a fever and have difficulty at breathing**, apply to the **nearest healthcare facility** by wearing a **surgical mask**.
- **Always wear your mask** when you are in the same room with **a person who is recommended insulation** at home.





PROTECTION AGAINST VIRUS IS IN OUR HANDS



THE MOUTH AND NOSE SHOULD BE CLOSED WITH PAPER TOWEL DURING COUGHING AND SNEEZE. IF YOU DO NOT HAVE ANY WIPE, THE INSIDE OF THE ELBOW SHOULD BE USED.



CLOSE CONTACT SHOULD AVOID LIKE HANDSHAKE AND HUGGING.



IT SHOULD BE STAYED AWAY FROM CROWDED ENVIRONMENTS.



DO NOT TOUCH THE MOUTH, NOSE AND EYES WITH DIRTY HANDS.



HANDS MUST BE WASHED WITH WATER AND NORMAL SOAP FOR AT LEAST 20 SECONDS.



ALCOHOL CONTENT HAND ANTISEPTICS SHOULD BE USED IN CASE OF THERE IS NO WATER AND SOAP.


/SaglikBakanligi

saglik.gov.tr

For Detailed Information,
Please Read QR Code.



www.gelisim.edu.tr