

Turkish airspace: Air Ambulance Flights

Declan Selleck
9 August, 2016



The Turkish DGCA has issued a notice relevant to Air Ambulance Operators planning to operate in Turkish Airspace.

All active ambulance flights should, on first contact with Air Traffic Control (Istanbul/Ankara), both landing and overflying Turkey, specifically declare that they are operating as an **“Active Ambulance Flight”**.

This procedure is implemented with effect 09AUG2016, and in place permanently.

Country Lowdown: Turkey

Mark Zee
9 August, 2016



World Ranking

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AIRPORT FEES FUEL COST

114 **18**

A320 daytime ltm: \$700 USD JetA1 Price Index: \$1.95 USD

AIR SAFETY SECURITY

44 **89**

ICAO Score 83.63 GPI Score 2.87
out of 191 countries *

CHECKLIST

Essentials for Operating to Turkey

- Handling Mandatory at all Turkish airports – you must appoint a local handling agent
- Slots are required at most Turkish airports
- Turkish CAA allows fleet lists to be uploaded into online system to pre-approve aircraft. It is recommended all operators do this in advance of landing in Turkey
- Insurance in SDAs are required for permit authorizations.

PERMITS

A very recent change removed the requirement for an overflight permit – unless the aircraft is registered in a country without a

The latest in our series of Country Lowdowns is: **Turkey**. There have been some changes of late, including an exclusion for aircraft registered in countries without a bilateral agreement with Turkey, from the new overflight permit exemption. Hmm. That's a mouthful.

In easier language – if you're flying an M-reg or a VP-reg aircraft, you'll probably need an overflight permit.

We publish these Country Lowdowns on a regular basis, and they are sent directly (free) to members of **OPSGROUP**.

If you'd really like the one for Turkey, just email **team@opsgroup.co**. Or – join the group at **opsgroup.co** and you'll get them all as they are published.

