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AIC
Series A

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INTRODUCTION OF THE FREE ROUTE AIRSPACE IN ANKARA FIR AND ISTANBUL FIR (PHASE I)

1. Introduction

The purpose of this Aeronautical Information Circular (AIC) is to provide notification to Aircraft Operators (AOs) and background information concerning introduction of the Free Route Airspace (FRA) in Ankara FIR and Istanbul FIR, hereafter referred to as FRATURK.

It is envisaged that the FRATURK will be introduced in two major phases:

- Phase I - Night application.
- Phase II - H24 application.

The information in this AIC concerns exclusively the implementation of Phase I (night application) of the FRATURK project.

2. Objective

In order to allow coherence in Free Route Airspace implementation in European Network and meet the local performance plans, Türkiye has committed to introduce FRA operations. This is expected to bring significant benefits to AOs, including increased flight efficiency, improved trajectory predictability and reduced environmental impact.

3. Application

Lateral limits

The FRATURK is the airspace encompassed by the lateral limits of Ankara FIR and Istanbul FIR as published in AIP Türkiye, ENR 2.1, including the airspace over the High Seas within which Türkiye is responsible for the provision of air traffic services.

Vertical limits

The FRATURK vertical limits are **FL305 - FL660**.

Applicability Period

The FRATURK will be applicable **20:00 - 02:00 UTC**.

Implementation

The FRATURK will be introduced from **27th of November 2025**.

4. Navigation Performance

All aircraft operating in FRATURK must comply with the aircraft equipment requirements as published in AIP Türkiye, GEN 1.5.

The existing ATS route network within Ankara FIR and Istanbul FIR remains available as published in AIP Türkiye, ENR 3.

5. Eligible Flights

All overflying, arriving and departing aircraft that plan at least a portion of their route within the limits of FRATURK, lateral and vertical are eligible for FRATURK operation.

6. Flight Planning Procedures

Segments between FRATURK Horizontal Entry, FRATURK Arrival Connecting, FRATURK Departure Connecting, FRATURK Intermediate and FRATURK Horizontal Exit points shall be indicated by DCT in ITEM 15: Route of the flight plan in accordance with ICAO Doc 4444 PANS-ATM.

Example: [Entry Point] DCT [Intermediate point] DCT [Intermediate point] DCT [Exit Point].

There will be no limitations on the DCT segments length.

A FRATURK Intermediate point could only be an en-route radio navigation aid or 5LNC published in AIP Türkiye as (I) in relevant columns of ENR 4.1 or ENR 4.4, respectively. The use of unpublished FRA Intermediate point defined by geographical coordinates or by bearing and distance is not allowed.

Insertion in ITEM 15 of DCT across Ankara FIR and Istanbul FIR borders (cross-border DCT) is not allowed.

5. Contact details

For further information concerning this AIC and the introduction of FRATURK contact:

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6. Attachments

Attachment: Chart of FRATURK area

