

## Operational Leaflet

### TRAVELLING ABROAD IN A PERMIT AIRCRAFT

A Permit to Fly is granted in the UK by the CAA to various classes of aircraft, including those operating in the LAA scheme. However, one of the limitations of a Permit to Fly is that it is a UK 'domestic' certificate only and in legal terms it is not equal to a fully ICAO recognised Certificate of Airworthiness, and as such it confers no 'right of flight' anywhere outside the UK. It is necessary, therefore, when travelling abroad in your Permit aircraft that prior permission to fly in foreign airspace is granted by the airworthiness authority of the country or countries to be visited. This can either be by requesting and obtaining specific permission or, in some cases, by relying on 'standing permission' being provided and published by the airworthiness authority in question.

In 1980 many countries agreed to recognise each other's Permits to Fly (or local equivalents) and some of the information below makes reference to the '1980 ECAC' agreement. This agreement intended to relate to truly amateur 'home-built' aircraft only, but over the mists of time the exact status of the agreement with respect to many participating countries has become very cloudy. We have written to most of the countries concerned, but despite our efforts to acquire definitive data on this subject, it is often difficult to elaborate further than the information below.

Notwithstanding the data below, just because in the past you may have successfully come and gone to a particular country dozens of times without permission and have never had a problem, it does not mean that permission should not have been gained. It may be that even the local Aviation Authority would prefer you to come and go without you bothering them for legally required permission. But there is always a chance that, in the event of an incident, the local law enforcement authority or your own insurance company may see things differently. A tick in the wrong box from just one nit-picking rozzar having a bad day could ruin your entire holiday.

Conversely, just because you may in the past have sought and obtained permission does not necessarily mean that you had to do so. Often the quickest and most expedient way for an Authority to deal with such a request is to issue permission, rather than to enter into protracted correspondence to see whether permission is actually needed (such as whether the aircraft is home-built or not, or has a C of A or not).

It's also important to note that this information relates solely to the matter of acceptance of Permits to Fly and cannot be relied on for other operational requirements such as carriage of documents, radios, airspace, maps, customs, flight plans, insurance requirements etc.

Note: Irrespective of the regulations applied to amateur built and vintage aircraft in any country being visited, Permit aircraft remain legally bound to continue to fly within the limitations of their Permit to Fly. In particular the requirements to maintain flight only in daytime VFR and for private non-commercial use, still apply. LAA Permit to Fly aircraft are traditionally prohibited from flight over a congested area (at any height). However, to counter this, the CAA has issued an exemption, **number E2576 - EXEMPTION FROM THE PROHIBITION OF THE OVERFLIGHT OF CONGESTED AREAS FOR THE SPECIFIED AIRCRAFT** ([http://www.caa.co.uk/docs/33/ORS4\\_749.pdf](http://www.caa.co.uk/docs/33/ORS4_749.pdf)). This exempts microlights and LAA aircraft up to 1500kg, from the over flight restriction (but not for the purposes of testing, or Permit qualification). Note that the 'rules of the air' of a visited country may be more restrictive.

There is a special case for certain aircraft on the LAA fleet to which the CAA has issued an EASA Permit to Fly (albeit administered by the LAA). This affects only a small number of types: Fourniers (all marks), Bolkow 208, ARV Super Two (factory-built examples only) and Slingsby T61A. These particular aircraft are classed Annex I by EASA, and should by rights hold a full EASA Certificate of Airworthiness. However, due to their history of operation on a PFA/LAA Permit to Fly these particular, individual aircraft were 'grandfathered' onto EASA Permits to Fly, administered by the LAA. These Permits are recognised by all member states, and these aircraft therefore have a right of flight in member state countries.

We advise not to allow an LAA Permit to Fly expire whilst the aircraft is abroad. In the event that this does happen, contact LAA for advice on special procedures that will apply for renewal.

The following information is compiled from enquiries made by LAA, and supplemented by first hand accounts from LAA members touring abroad. This information does not necessarily reflect the latest situation in all countries and it remains, at all times, the responsibility of the owner/pilot to ensure compliance with all applicable regulations, whether flying in the UK or abroad.

**Foreign overflight position in respect of ECAC Countries for Amateur build Aircraft operating on National Certificate of Airworthiness or Permit to Fly. (Pilots should check they have up to date information)**

*ECAC, the European Civil Aviation Conference, currently counts 44 Member States: -*



Albania, Armenia, Austria, Azerbaijan, Belgium, Bosnia and Herzegovina, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Georgia, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Moldova, Monaco, Montenegro, Netherlands, Norway, Poland, Portugal, Romania, San Marino, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, The former Yugoslav Republic of Macedonia, Turkey, Ukraine and United Kingdom

*ECAC Recommendation INT.S/11-1 (dated 1980) reads as follows:*

that Member States accept home-built aircraft with a certificate of airworthiness or a "permit to fly" issued by another Member State, to fly in their country without any restrictions other than those stated in the certificate of airworthiness or "permit to fly".

Nations which have fully implemented: - Full and free movement, no time restriction, no charge, no notification.

**Austria**

**Denmark**

**Finland**

**France:** Implemented for specified countries. Others require permission.

**Germany**

**Ireland**

**Italy**

**Luxembourg**

**Monaco:** French rules apply

**Netherlands**

**Norway**

**Sweden**

**Switzerland**

**United Kingdom** (28 consecutive days)

Nations not implemented as require application: -

**Belgium:** Application fee (only country to charge)

**Czech Republic**

**Hungary**

**Portugal**

**Spain**

**Green Bold** means position confirmed with documentary evidence.

**Orange Bold** means advised by EFLEVA member organisation or known recent application

**Blue Bold** means information from LAA review 2002 & updates

Countries where information is to be gathered: -

Albania

Armenia,

Azerbaijan

Bosnia and - Herzegovina

Bulgaria

Croatia

Cyprus

Estonia

Georgia

Greece

Hungary

Iceland

Latvia

Lithuania

Malta,

Moldova

Montenegro

Poland

Romania

San Marino

Serbia

Slovakia

Slovenia

The former Yugoslav - Republic of Macedonia

Turkey

Ukraine

Jun 2012

## Country by Country Information, including contact details of the Aviation Authority.

### **AUSTRIA**

Overflight of Austria by visiting National PtF Aircraft

**Pilots should check they have up to date information.**

Extract from:

**GEN 1.5-3 AIRCRAFT INSTRUMENTS, EQUIPMENT and FLIGHT DOCUMENTS (dated 24 OCTOBER 2008)**

### **3. OPERATION OF HOME-BUILT AIRCRAFT**

- 3.1 Requirements for entry, departure and operation of home-built aircraft to/from/within Austrian territory
- 3.2 Home-built aircraft of ECAC-member states are accepted to fly without any restrictions other than those stated in the flight manual and/or pertinent restricted certificate of airworthiness or "permit to fly".

Additionally, following general conditions have to be met:

- all flight documents must be available;
  - for flights crossing the FIR-Boundary a flight plan has to be submitted prior departure (no flight plan is required for flights of civil aircraft in VFR to the Federal Republic of Germany);
  - The insurances laid down according the aviation act must be concluded;
  - The customs regulations must be complied with;
  - pilots have to observe Austrian "Rules and Regulations Rules of the Air";
  - noise certificate from state of register or equivalent document must be available;
  - only COM transceiver with 760 channels and 25 KHZ frequency band are permitted;
  - a serviceable emergency transmitter must be installed;
  - only flights during daylight in accordance with visual flight rules are permitted;
  - flights at low altitude over crowds of people or densely populated areas are prohibited.
- 3.3. Operators of home-built aircraft, which do not fulfil above mentioned conditions may in reasonable individual cases state an application for exemptions to:

Austro Control GmbH  
Schnirchgasse 11  
1030 Wien  
AUSTRIA

Applicants have to substantiate their position - pertinent records/ certificates are to be attached

### **BELGIUM**

Ministere des Communications et de l'Infrastructure  
Administration de l'Aeronautique  
Direction Aviation Privee  
Rue de la Fusee 90, 1130 Bruxelles, Belgium  
Tel: 0032 2 7240211  
Fax: 0032 2 7240288  
E-mail: [civilair@mobilite.fgov.be](mailto:civilair@mobilite.fgov.be)  
Internet: [www.mobilite.fgov.be](http://www.mobilite.fgov.be)

### **Pilots should check they have up to date information.**

With the exception of gyroplanes, which are not permitted to fly in Belgium, aircraft not registered in Belgium and not having an ICAO/EASA certificate of airworthiness require special permission to fly in Belgian airspace. To obtain permission, a written application may be sent to: -

Attn. Ann Reynaert  
Direction Generale Transport Aerien-Directoraat Generaal Luchtvaart  
Service exploitation commerciale aeriene /Dienst Handelsluchtvaartexploitatie  
CCN -2eme etage / 2de verdieping  
Rue du Progres 80, Bte 5 /Vooruitgangstraat 80, bus 5  
Bruxelles 1030 Brussel  
Tel. (32) 2 277 43 44  
Fax (32) 2 277 42 56

Alternatively, application can be made by e-mail to: [ann.reynaert@mobiliteit.fgov.be](mailto:ann.reynaert@mobiliteit.fgov.be). State your home address and the period for which temporary permission to fly over Belgium territory is required. Permission can be granted for one month or one year. 10 days notice is required. In the application provide copies of the following: Certificate of Registration, Permit to Fly, Certificate of Validity, Certificate of Insurance. The charge is Euro 87 (at July 2010) and an invoice is issued after the temporary permission is issued.

### **BULGARIA**

Civil Aviation Authority  
9 V Levski Str, 1000 Sofia, Bulgaria

### **Pilots should check they have up to date information.**

The Bulgarian Authority advise that have been an "ECAC member state" since 1992 and all the regulations are available at: -  
[http://www.caa.bg/en\\_page\\_caa\\_doclist.htm](http://www.caa.bg/en_page_caa_doclist.htm)

### **CHANNEL ISLANDS**

*Overflight of Channel Islands by visiting National PtF Aircraft*

### **Pilots should check they have up to date information.**

The Director General Civil aviation for the Channel Islands has issued derogations.

Generally these derogations, subject to conditions stated, allow free movement of Amateur Built aircraft registered in a Member State of the European Civil Aviation conference (ECAC). Exemptions also recognise the bi-lateral arrangements between UK and Ireland and allow similar overflight

Links are: -

<http://www.gov.gg/dca>

Home built Aircraft registered in a ECAC State: General exemption allowing overflight and limited to a period of not more than 28 consecutive days in place. Details and conditions at: -

Guernsey: - <http://www.gov.gg/CHttpHandler.ashx?id=75560&p=0>

Jersey: - <http://www.gov.gg/CHttpHandler.ashx?id=75561&p=0>

Exemption for Permit aircraft other than Homebuilt aircraft registered in UK. and limited to a period of not more than 28 consecutive days in place. Details and conditions at: -

Guernsey: - <http://www.gov.gg/CHttpHandler.ashx?id=75562&p=0>

Jersey: - <http://www.gov.gg/CHttpHandler.ashx?id=75563&p=0>

Exemption for Permit aircraft other than Homebuilt aircraft registered in Ireland and limited to a period of not more than 28 consecutive days in place. Details and conditions at:-

Guernsey:- <http://www.gov.gg/CHttpHandler.ashx?id=75564&p=0>

Jersey:- <http://www.gov.gg/CHttpHandler.ashx?id=75565&p=0>

Exemption for Permit aircraft other than Homebuilt aircraft registered in France and limited to a period of not more than 28 consecutive days in place. Details and conditions at:-

Guernsey:- <http://www.gov.gg/CHttpHandler.ashx?id=75566&p=0>

Jersey:- <http://www.gov.gg/CHttpHandler.ashx?id=75567&p=0>

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### **CYPRUS**

Department of Civil Aviation

16 Grivas Dhigenis Avenue, 1429 Nicosia, Cyprus

Tel: 00357 2 304935

Fax: 00357 2 766547

E-mail: [acc@cytanet.com.cy](mailto:acc@cytanet.com.cy)

### **Pilots should check they have up to date information.**

LAA understand that Cypriot Authority will provide permission subject to receiving information about the aircraft's two-way radio communication, VOR or ADF equipment, emergency equipment carried (life jacket, raft etc) and confirmation of third party insurance.

No reply to 06/08 enquiry.

### **CZECH REPUBLIC**

*Overflight of Czech by visiting National PtF Aircraft*

### **Pilots should check they have up to date information.**

### **Extract from AIP Czech GEN 1.2-16 (Copied Feb 2011)**

[http://ais.ans.cz/ais\\_data/www\\_main\\_control/frm\\_en\\_aip.htm](http://ais.ans.cz/ais_data/www_main_control/frm_en_aip.htm)

### **1.2.6 CONDITIONS FOR PERMISSION OF FLIGHTS WITHIN THE AIRSPACE OF THE CZECH REPUBLIC FOR FOREIGN AIRCRAFT WITH THE LIMITED AIRWORTHINESS, INCLUDING ULTRA LIGHT AIRCRAFT**

1.2.6.1 A permission to enter into the airspace of the Czech Republic (CR) is not required for aircraft with a restricted certificate of airworthiness or a permit to fly issued by the aviation authority of EU Member State in accordance with Annex (Part 21) to Commission Regulation (EC) No 1702/2003 as amended, the validity of which is automatically recognised within the meaning of Article 11 of Regulation (EC) No 216/2008 of the European Parliament and of the Council as amended.

1.2.6.2 Foreign aircraft other than specified in point 1.2.6.1 with a certificate of airworthiness other than standard certificate of airworthiness (e.g. restricted certificate of airworthiness, permit to fly, etc.), including ultra light aircraft, which do not fulfill conditions specified in point 1.2.6.3 of this chapter, must obtain permission for entering into, and for flight operations within the CR airspace. An operator shall apply for the permission. The permission may be issued with time or any other limitation. Time for which the permission is required, a purpose of flight and

an intended destination aerodrome, or an expected route of flight for transit through the CR airspace, must be stated in the application.

The application for permission shall be substantiated by copies of the following documents:

- Certificate of Airworthiness or a Permit to Fly, including established operational limitations,
- Noise Certificate (if issued),
- Certificate of Registration,
- proof of validity of certificate of airworthiness (if not part of certificate of airworthiness),
- proof of the third party liability insurance certificate,
- other relevant information (e.g. permission delivery address – the permission may be sent by e-mail).

The application must be delivered to the following address at least 5 working days before intended aircraft entry into the CR airspace:

Civil Aviation Authority  
Ruzyne Airport  
160 08 Praha 6  
+420 224 281 062

1.2.6.3 Foreign ultra light aircraft (e.g. micro lights and other types of sport flying equipment including sporting parachutes) can use the CR airspace without permission under the following conditions only:

- ultra light aircraft has a valid technical certificate (e.g. certificate of airworthiness, permit to fly or other equivalent document) issued by the State of Registry,
- ultra light aircraft has a valid third party liability insurance certificate according to paragraph 1.2.1.5 of part GEN,
- pilot has a valid pilot licence for relevant type of ultra light aircraft required by the State of Registry,
- pilot has a valid medical certificate (if not part of the pilot licence), – ultra light aircraft will not be used for commercial operation flights,
- flights will be performed according to VFR/day (sporting parachutes VFR day/night) in accordance with limitations or conditions specified in technical certificate and in compliance with other conditions applicable for this operation in the Czech Republic.

Detailed conditions are available on the following Websites:

- Aero Club of the Czech Republic ([www.aeroklub.cz](http://www.aeroklub.cz)), for ultralight gliders and sporting parachutes;
- Light Aircraft Association of the Czech Republic ([www.laa.cz](http://www.laa.cz)), for other types;
- All flights within the CR airspace including arrivals to and departures from the CR territory must be performed according to applicable regulations and procedures (e.g. see AIP Czech Republic part [GEN 1.2](#) and part [ENR 1.10](#)).

## **DENMARK**

Statens Luftfartsvesen  
Luftfartshuset  
Box 744, Ellebjergvej 50, DK-2450 Copenhagen SV, Denmark  
Tel: 0045 3644 4848  
Fax: 0045 3644 0303  
E-mail: [dcaa@slv.dk](mailto:dcaa@slv.dk)

*Overflight of Denmark by visiting National PtF Aircraft*

**Pilots should check they have up to date information.**

**Extract from AIP DENMARK GEN 1.2 - 3 8 MAY 08**

[http://www.slv.dk/Dokumenter/dsweb/Get/Document-1381/EK\\_GEN\\_1\\_2\\_en.pdf](http://www.slv.dk/Dokumenter/dsweb/Get/Document-1381/EK_GEN_1_2_en.pdf)

7. Use of Non-Danish Registered Homebuilt or Home-restored Aircraft in Denmark.

7.1 Flights in Denmark with aircraft which do not have a standard certificate of airworthiness, cf. Article 31 of the Chicago Convention, must not be carried out without prior permission.

Note: Aircraft without standard certificate of airworthiness are often certificated in the experimental class. Homebuilt, home-restored and former military aircraft are usually placed in this class.

7.2 In pursuance of ECAC (European Civil Aviation Conference) recommendation INT.S / 11.1, the Civil Aviation Administration – Denmark accepts without prior application that non-Danish registered home-built or home-restored aircraft operate in Denmark on an Experimental Certificate of Airworthiness or equivalent "permit to fly" issued by the civil aviation authority of an ECAC State, provided:

- that the aircraft has completed its flight test period,
- that the maximum take-off mass of the aircraft does not exceed 2,730 kg, and
- that the Danish limitations mentioned in BL 1-12, para. 5.4.2.1, are complied with in addition to the experimental operating limitations of the aircraft.

Operation of the aircraft in connection with

- renting or commercial flights,
- flights in accordance with the IFR rules mentioned in BL 7-1, or
- flights over densely built-up areas, including areas with weekend cottages and inhabited camping sites, and over an open-air assembly of persons, is prohibited.

Note 1: This acceptance does not apply to aircraft classified as "ULM", "Ultralight" or "Microlight".

Note 2: Non-Danish registered aircraft operating in Denmark must be insured in accordance with the Ministry of Transport 's Order no. 504 of 27 June 1991.

**ESTONIA**

Estonian Civil Aviation Administration  
Ravala Pst 8, 10143, Tallinn, Estonia  
Tel: 00372 694 96 66  
Fax: 00372 694 96 67  
E-mail: ecaa@ecaa.ee

**Pilots should check they have up to date information.**

A letter (03 08 06) replying to an LAA enquiry states that: -

The flights of foreign experimental aircraft (home-built aircraft, aircraft operating on a Permit to Fly, aircraft which don't have a ICAO Standard Certificate of Airworthiness etc.) that enter Estonian airspace can be operated only with the permission of Estonian CAA.  
Application for permission shall contain the following information: -

- a) Name address and contact data of the operator;
- b) Nationality, type and registration marks of aircraft;
- c) MTOM(?) of the aircraft;
- d) Name of the pilot-in-command and size of the crew (passengers);
- e) Purpose and type of the flight (e.g. charter);
- f) Aerodrome of origin, route and destination aerodrome;
- g) Dates and time of the flight;
- h) Points of entrance into and exit from Estonian airspace and times when the named points are (will be) passed;
- i) Insurance documents or copies thereof for the benefit of the crew, passengers and third persons;
- j) Sought period of validity of the flight permission.

Operators are required on demand to give such other information as deemed necessary by the Estonian CAA for consideration of applications. Estonia has not signed the "1980 ECAC" agreement relating to home-built aircraft.

## **FINLAND**

Civil Aviation Administration  
 PL 50-P.O. Box 50, FIN-01531 Vantaa, Finland  
 Tel: 00358 9 82771  
 Fax: 00358 9 8277 2099

*Overflight of Finland by visiting National PtF Aircraft*

**Pilots should check they have up to date information.**

**Extract from AIP Finland GEN 1.8 MISCELLANEOUS INFORMATION (Copied Feb 2011)**

<https://ais.fi/ais/eaip/en/>

### FLYING WITH FOREIGN HOME-BUILT AIRCRAFT IN FINLAND

In accordance with article 40 of the ICAO-convention an aircraft not fulfilling certain conditions in article 33 is allowed to fly over the territory of another state only when a prior permission has been granted by the state in question. Aircraft of this kind are usually certificated in the experimental class or equivalent. Home-builts are usually placed in this class.

The member states of ECAC (European Civil Aviation Conference) have however, issued a recommendation INT S/11-1 according to which they agree to accept each other's Certificate of airworthiness for home-built aircraft which belong to the experimental class. This implies that the Finnish Transport Safety Agency has decided that a home-built aircraft which has a Certificate of Airworthiness or a "Permit to Fly" granted by some ECAC member state is allowed to fly over the Finnish territory without any special permission provided that the aircraft has completed its flight test period.

## **FRANCE**

*Overflight of France by visiting National PtF Aircraft*

**Pilots should check they have up to date information.**

France has issued a Ruling (22 May 2001) on the overflight of French territory by amateur built aircraft registered in the United Kingdom.

We are advised that in France, only 5 such rulings exist to authorise foreign amateur built aircraft to fly in France. These are:- UK, Germany, Belgium, Netherlands and Finland. This information should be confirmed before assuming a similar rule is in force. In order to sign similar agreement with other countries, DGAC requires the foreign country amateur built applicable rules in English or French for consideration.

The provided translation of the UK rule states:-

**FRENCH REPUBLIC**  
**MINISTRY OF PLANNING,**  
**TRANSPORT AND HOUSING**

*NOR: EQU/A 01 0/0/7/7/7/A*

*Ruling dated 22 MAY 2001 on the overflying of French territory by amateur-built aircraft registered in the United Kingdom*

*The minister of planning, transport and housing,  
Whereas the convention on international civil aviation dated 7 November 1944, all the protocols having amended it, particularly the protocol dated 24 September 1968 concerning the formally approved trilingual text of the convention on international civil aviation;  
Whereas the civil aviation code, notably article D.133-20;  
Whereas recommendation INT/S-11.1 of the European conference on civil aviation;  
Whereas regulations reference CAP 659 and BCAR A3-7 in force in the United Kingdom for the issuing of airworthiness documents for aircraft built by amateurs,*

*Rules:*

**Article 1** – *Amateur-built aircraft registered in the United Kingdom and having, under the terms of the above-mentioned regulations, an airworthiness document entitled “permit to fly”, accompanied by a certificate of validity issued by the body called “The Light Aircraft Association”, are authorised to overfly French territory without prior agreement being given by the French airworthiness departments.*

**Article 2** – *Aircraft whose airworthiness documents carry the wording “temporary permit to fly” or “permit to fly for test” are excluded from the provisions of the present ruling.*

**Article 3** – *The Director General of civil aviation is tasked with implementing the present ruling, which will be published in the Journal Officiel de la Republique Francaise\*.*

**Done in Paris on 22 MAY 2001**

*For the Minister and by delegation  
Due to the indisposition of the Director General  
The minister of planning, The Head of Department  
transport and housing (Signed)  
Attached to the Director-General  
of Civil Aviation Jean-Francois GRASSINEAU  
• Official Gazette of the French Republic.*

*Factory built PtF Aircraft and those Amateur Build not covered by a ruling (Arrêté) to allow over flight*

**For UK ex Factory (orphan) Aircraft**

A bi-lateral agreement established in 2012 covers overflight UK and French aircraft over each other territory has been established. The details of which are published here:-

<http://www.developpement-durable.gouv.fr/Autorites-etrangeres.html>

Two list of aircraft appear on this site: The first list designates those French registered civil aircraft types that hold the non-ICAO compliant certificates, CDNA, CDNR and CNRAC. This links to the reference to such aircraft in Appendix 2 of UK CAA GC.6. It does not include homebuilt

aircraft types as these are subject to a blanket exemption under Appendix I to GC6 and do not need to be separately listed.

The second list designates those UK registered ex-TC aircraft that fall within the scope of the agreement and which will be recognised by France. This ties into the Arrêté

Specific documentation relating to UK/French agreement allowing some UK registered aircraft under permit to fly in France are available on the following links:

- Arrêté du 20 février 2012 (French)
- Arrêté du 20 février 2012 (English courtesy translation)
- List of aircraft types with permits to fly

(Note the current UK GC 6 is available at: -

<http://www.caa.co.uk/docs/1407/20120427GenericConcession1No6.pdf>)

***Factory built PtF Aircraft and those Amateur Build Aircraft not covered by a ruling (Arrêté) the position is:***

In order to obtain an individual permit to fly in France, pilots need to send to DGAC at the following email address: [lp-aviationgenerale@aviation-civile.gouv.fr](mailto:lp-aviationgenerale@aviation-civile.gouv.fr), or by fax (+33.1.58.09.43.47)

- Completed DGAC Form LP6
- Copy of the National permit to fly
- Copy of the National certificate of validity
- Proof of payment of the 50€ civil aviation fee (this payment can be done directly on their website)

Questions regarding this, please contact them directly at the same email address: [lp-aviationgenerale@aviation-civile.gouv.fr](mailto:lp-aviationgenerale@aviation-civile.gouv.fr)

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## **GERMANY**

*Overflight of Germany by visiting National PtF Aircraft*

**Pilots should check they have up to date information.**

### **COPY FROM GERMAN AIP at 2002 GEN 1-17**

**General Permission for Foreign Self-Constructed Aircraft to Enter the Territory of The Federal Republic of Germany  
(NfL II-15/85, II-39/85)**

For self-constructed aircraft of a European Civil Aviation Conference (ECAC) member state, to which an airworthiness certificate of limited validity or a comparable certification has been issued, permission to enter the territory of the Federal Republic of Germany is generally granted subject to the following conditions:

- a) Flights must be conducted between SR and SS only, and only according to VFR.
- b) Overflying of assemblies of people at low levels is not permitted (minimum safe height!).
- c) Aircraft entering must hold and demonstrate a legal liability Insurance according to § 37

LuftVG

- d) Prior to entering/departing the Federal Republic of Germany, a flight plan must be filed.
- e) Entering aircraft must be equipped with a VHF transmitter/receiver comprising at least the frequency range 117.975 to 137 MHz, 25 kHz channel spacing, required for the intended flight. In individual cases and for a limited period, special licences for this radio equipment may be requested from the

DFS Deutsche Flugsicherung GmbH  
Geschäftsleitung  
Am DFS-Campus 10  
63225 Langen  
Tel: +49 6103 707- 0  
Fax: +49 6103 707-1396

specifying the aircraft construction type and the planned routing.

Note: Items b) to e) also apply to standard aircraft.

The conditions and restrictions applying to aircraft entering the state of registration remain obligatory in the territory of the Federal Republic  
Entry permits may be revoked at any time.

### **COPY FROM GERMAN AIP GEN 1.2 -16 at 9 April 2009**

## **III. Permission for entry for aircraft with restricted certification as well as for ultra-light aeroplanes**

### **III.1 Aircraft with restricted certification**

Foreign aircraft with restricted certification generally require entry and transport permission in Germany (see also Para II.2.4) – *see below*. Permission may be subject to conditions and limited in time. The application to obtain permission shall be directed to:

Luftfahrt-Bundesamt (LBA)  
Referat B1  
Hermann-Blenk-Straße 26  
D-38108 Braunschweig  
Deutschland / Germany  
Tel.: +49 531 2355-371, 375, 376, 378, 395, 396  
Fax: +49 531 2355-745, 746

A copy of the following documents shall be attached to the application for entry permission:

1. Airworthiness certificate including the restrictions or
2. Permit to Fly including the conditions
3. Noise certificate
4. Certificate showing entry of the aircraft in the aeronautical register of the State of Registry (certificate of registration)
5. Proof of the annual inspection
6. Licence of the pilot-in-command, issued by the State of Registry of the aircraft

7. Proof of third-party liability insurance (see Item I.5).

The application must be submitted two full working days prior to commencing the intended flight, at the latest.

Permission for entry will generally be granted for the purpose and duration applied for; however, for 180 days in the calendar year at the most. It may be subject to conditions.

Entry permission is not required for aircraft registered in the European Economic Area with a Permit to Fly with the exact wording:

"This Permit to Fly is issued pursuant to Regulation (EC) 1592/2002, Article 5 (3) (a) and certifies that the aircraft is capable of safe flight for the purpose and within the conditions listed below and is valid in all Member States."

### **III.2 Ultra-light aeroplanes**

Ultra-light aeroplanes do not require separate entry permission.

*NOTE: Separate note: the ref to Para II 2.4 is: -*

### **II.2.4 Employment of foreign aircraft which are transported to Germany as cargo**

*Foreign aircraft, which are to be imported to Germany by land, air or sea and employed here commercially, require entry permission pursuant to § 2 Article 7 sentence 1 LuftVG.*

07 February 2011

### **GREECE**

Hellenic Civil Aviation Authority (HCAA)  
Flight Standards Division  
PO Box 73751, 166 04 Hellinikon, Athens, Greece  
Tel: +30 21099 73030  
21099 73562  
Fax: +30 21099 73060

### **Pilots should check they have up to date information.**

The Greek Authority replied to our earlier enquiry saying that in order to issue 'flight permit' they wished to receive copies of Permit to Fly documents and third party insurance. The reply to our 06/08 enquiry states that a new regulation has been issued regarding microlight aircraft, but until they have completed the official English translation, this will not be released.

### **HUNGARY**

Civil Aviation Administration  
1400 Budapest Pf 87, Hungary  
Fax: 0036 1 2968808

### **Pilots should check they have up to date information.**

Permission will be issued and a copy of the permission must be carried on board the aircraft. They have since (06/08) stated that permission will be valid for one month.

### **IRELAND**

Irish Aviation Authority  
Aviation House, Hawkins Street, Dublin 2, Ireland  
Tel: 00353 1 6718655

Fax: 00351 1 6793349

*Overflight of Republic of Ireland by visiting National PtF Aircraft*

**Pilots should check they have up to date information.**

1. Home-built aircraft:

Broadly, Ireland adheres to the ECAC recommendation INT.S/11.1. Information regarding visiting home-built aircraft is given in Irish Aviation Authority's Aeronautical Notice A19: -

<http://www.iaa.ie/index.jsp?p=93&n=97&a=225&pp=119&nn=326&IID=142>

Click on "Visiting Aircraft not holding ICAO compliant Certificates of Airworthiness"

This exemption, subject to conditions stated and for a period of more than 28 days in any one visit, applies to all amateur-built/home-built aircraft registered in ECAC member states and certain other UK registered aircraft not holding an ICAO Certificate of Airworthiness, from the provisions of Article 7 of the said Order to the extent necessary to enable them to fly in accordance with the flight permit, or equivalent document, issued by the State of Registry of the aircraft.

2. Other permit-to-fly aircraft:

A special exemption applies to UK Registered aircraft (see Notice A19) which can generally operate as Home-built aircraft as follows: -

- a. Factory built and Kit Built Microlights
- b. Classic and Vintage aircraft
- c. Civil aircraft operating under the UK CAA Permit to Fly scheme

Though excludes: -

- a. Ex-military aircraft
- b. Factory built Gyrocopters

(1 Excluded ex-military aircraft are those that were designed and operated purely for military purposes e.g. Supermarine Spitfire. It does not include civil designed and certificated aircraft types that were used by the military e.g. D.H. Chipmunk.)

Unless covered by the above application must be made to the Irish Aviation Authority (IAA) for permission to fly in Ireland:

J. Corbett, Manager, Air Operation & General Aviation Airworthiness Standards Dept  
Irish Aviation Authority  
11-12 D'Olier Street, Dublin 2, Ireland  
Tel: +353 1671 8655  
email: [jim.corbett@iaa.ie](mailto:jim.corbett@iaa.ie)  
[www.iaa.ie](http://www.iaa.ie)

Permission is granted for varying periods of 1 – 3 months, the IAA is discouraging the long-term presence of foreign-registered non-homebuilt ptf aircraft in Ireland.

3. General:

Note General Advisory memoranda at: -

<http://www.iaa.ie/index.jsp?p=470&n=474>

Pilots are required to comply with IAA licence requirements – see General Advisory Memorandum GAM 06-10

Pilots can operate on a UK NPPL see:-

<http://www.iaa.ie/index.jsp?p=93&n=97&a=225&pp=119&nn=329&IID=843>

Flight plans are required for flights in or passing through controlled airspace.

## **ISLE OF MAN**

### **Pilots should check they have up to date information.**

The Isle of Man is outside of UK airspace, and as such Permit to Fly aircraft have no right of flight to this island. However, the relevant authority has published an Exemption allowing flight of Permit to Fly aircraft in their airspace, along with another Exemption that provides for flight using a UK NPPL. See the following link:

<http://www.gov.im/ded/Aircraft/permissionsandexemptions.xml>

## **ITALY**

Ente Nazionale per l'Aviazione Civile  
Struttura DGAC, Ufficio 34, P.le degli Archivi, n. 41, 00144 Roma, Italy  
Tel: 0039 06 5484340  
Fax: 0039 06 5484349

*Overflight of ITALY by visiting National PtF Aircraft*

### **Pilots should check they have up to date information.**

The position for ITALY is published in AIC A6/2000 dated 27 April

This is available from Eurocontrol EAD basic Service

<http://www.ead.eurocontrol.int/eadcms/eadsite/index.php.html> (free log in required)

or from the Italia Civil Aviation Authority <http://www.enac.gov.it/Home/>

### **AIC A6/2000 dated 27 April states the following:-**

A6 Home-built aircraft registered in the European Union

#### **1. INTRODUCTION**

According to art. 39 of the Chicago Convention, certificates of airworthiness that are issued for aircraft to which an international standard is not completely applied, must have a corresponding note.

In these cases art. 40 of the Convention, in order to allow flying over the territory of States different from the registration State of these aircraft, foresees that the State to be flown over gives previous permit to fly over its airspace. Home-built aircraft generally fall under the provisions of these articles, as they are not subject to specific international standard, even if the manufacture of these aircraft general safety criteria applied.

ECAC recommendation N° INT.S/11-1 issued in June 1980 invites every member State to allow the navigation over its territory of these aircraft, registered in another

member State, without any further limitations other than those reported in the certificate of airworthiness or permit to fly.

## 2. PURPOSE

The purpose of this circular is to put into practice the ENAC recommendation for home-built aircraft registered in those countries for which ENAC has well-established experience and confidence in the field of airworthiness certification. To this aim, authorization procedures for flying over the airspace and landing in national airports are simplified.

## 3. APPLICABILITY

This circular is applicable to home-built aircraft registered in European Union countries.

## 4. PERMIT TO FLY AND HANDING

Home-built aircraft, provided with a special certificate of airworthiness, a permit to fly or an equivalent document, registered in EU countries are allowed to fly over Italian territory without the previous permit of Ente Nazionale Aviazione Civile, provided that the following conditions are complied with,

## 5. CONDITIONS

Flying operations in the airspace and landing on Italian territory are allowed to home-built aircraft registered in any EU country, provided that:

- a) the aircraft has a validated certificate of airworthiness permit to fly or an equivalent document;
- b) the aircraft is operated in compliance with the limitations stated in one of the above mentioned airworthiness documents;
- c) insurance for damages to passengers and to third parties on the ground is effective;
- d) national rules about air navigation and the procedures published in aeronautical information (AIP-Italia and Notam) are complied with;
- e) towns or crowded areas are not flown over;
- f) activities for remuneration as public transport, aerial work, school are not carried out;
- g) in case of passengers, they have to be previously informed that the aircraft is home-built.

## 6. COMING INTO EFFECT

The content of this circular is brought to the notice of international subjects that are interested in, by the publication.

### **LATVIA**

Civil Aviation Administration  
Airport Riga, LV-1053, Latvia  
Tel: 00371 7207417  
Fax: 00371 7207122

**Pilots should check they have up to date information.**

The Latvian Authority will issue permission with validity limited to one month.  
Confirmed 06/08

## **LITHUANIA**

Directorate of Civil Aviation  
Rodunios Kellas 2, LT-2023 Vilnius, Lithuania  
Tel: 00370 5 273 92 57  
Fax: 00370 5 273 92 37  
e-mail [legetavicius@caa.lt](mailto:legetavicius@caa.lt)  
[orlaiviai@caa.lt](mailto:orlaiviai@caa.lt)

**Pilots should check they have up to date information.**

The Lithuanian Authority will issue permission for aircraft to enter subject to the following conditions:-

- particular aircraft should be registered in the UK or other EU member state's civil aircraft register
- aircraft should have a valid Permit to Fly, Special C of A or equivalent document
- aircraft should have a valid insurance certificate issued according to the requirements of the Commission Regulation Nr. 785/2004

Copies of the above documents should be submitted to the Lithuanian CAA 2 weeks prior to the intended flight into Lithuanian airspace.

## **LUXEMBOURG**

Ministere Des Transports  
Direction de l'Aviation Civile  
Bureau de la Navigabilite, Boite postale 590, L-2938 Luxembourg  
Tel: 00352 478-4923  
Fax: 00352 46 77 90  
E-mail: [laurentkremer@av.etat.lu](mailto:laurentkremer@av.etat.lu)

**Pilots should check they have up to date information.**

As signatories to the 1980 ECAC agreement, no special permissions are required for any amateur-built Permit aircraft. 06/08 update states that vintage (permit) aircraft are not included in the above and special permission must be obtained.

## **MALTA**

Civil Aviation Department  
Luqa Airport, Malta  
Tel: 00356 249170  
Fax: 00356 239278

**Pilots should check they have up to date information.**

Contact the Maltese Authority to obtain permission.  
Confirmed 06/08.

## **MONACO**

Aviation Civile  
Heliport de Monaco, MC 98000, Monaco  
Tel: 00377 93158711  
Fax: 00377 93158708

**Pilots should check they have up to date information.**

Monaco say that their airspace above 3000 feet is fully delegated to French ATS (Fir Marseille) and consequently aircraft must comply with French regulations. Monaco requires no special permission other than it is mandatory to contact Monaco Twr (123,025 MHz) before entering. Monaco's reply to 06/08 enquiry indicated that whatever the French Authority required, applied to them.

## **NETHERLANDS**

*Overflight of Holland by visiting National PtF Aircraft*

**Pilots should check they have up to date information.**

Information available in Dutch AIC 16/02.:-

<http://www.ais-netherlands.nl/aim/101202-110113/eAIP/html/index-en-GB.html>

Select AIC on left side menu and then search for AIC 16/02

At 9 Feb 2011 this was copied as: -

A new part of Dutch legislation of amateur built aircraft came recently in force. Part of this new legislation deals with amateur built aircraft which are registered in a member country of the European Civil Aviation Conference (ECAC) and do not have a Certificate of Airworthiness (CofA), as prescribed in ICAO annex 8.

Amateur built aircraft, registered in an ECAC country are given a general permission to use the airspace of the Netherlands (FIR Amsterdam) under certain conditions on a temporary basis. This is to facilitate international meetings, fly-ins, demonstrations or other recreational purposes.

The conditions are the following:

1. The Civil Aviation Authority of the country of registry has issued a non ICAO CofA, a permit to fly, or any other document permitting the operation of the aircraft;
2. The operating conditions and limitations set by Civil Aviation Authority of the country of registry are applicable whilst operating in the airspace of the Netherlands.  
All other owners of foreign built amateur aircraft have to request a special flight permit to be issued by the Civil Aviation Authority Netherlands to enter the airspace of the Netherlands. The requests have to be accompanied by a photo-copy of the following documents:
  1. Certificate of Registration;
  2. CofA, Permit to Fly, or any other document permitting the operation of the aircraft;
  3. If the document under 2. is only valid in your national airspace, an exemption from the Civil Aviation Authority concerned, permitting the aircraft to be operated outside your national airspace is necessary;
  4. Proof of adequate insurance concerning liability.

Send your request to:

Post: Civil Aviation Authority Netherlands

P.O. Box 575

2130 AN Hoofddorp

The Netherlands

Fax: +31 (0)23 566 3006

AIC-B (MAL) 68/92 is cancelled herewith.

ISSN: 1386-6605

## **NORWAY**

*Overflight of Norway by visiting National PtF Aircraft*

**Pilots should check they have up to date information.**

**Extract from 2010 VFR Guide for Norway.**

<http://www.caa.no/ga/article21781.ece>

Written by Sverre H. Falkenberg

Updated by Avinor and Norwegian Civil Aviation Authority (NCAA) - 2009

Questions about this publication may be directed to:

Luftfartstilsynet/ Norwegian Civil Aviation Authority

Allmennflyseksjon / General Aviation Section

P.O.Box 243

N-8003 BODØ

NORWAY

Tel. +47 75 58 50 00

Fax. +47 75 58 50 05

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### **Aircraft without standard certificate of airworthiness**

In accordance with European Civil Aviation Council (ECAC) recommendation INT.S/11-1 Norway accepts flights over Norwegian territory by homebuilt aircraft with a Certificate of Airworthiness or a "permit to fly" issued by the Civil Aviation Authority of another ECAC member state. The flight test programme must be completed. Homebuilt aircraft in the class experimental from other than ECAC member states can not fly over Norwegian territory without special permission.

Aircraft not holding a standard certificate of airworthiness or operated on a "permit to fly" (except homebuilt aircraft from a ECAC member state) must apply for a prior permission to operate within Norwegian airspace. Permission may be obtained from Civil Aviation Authority - Norway by ordinary mail or e-mail to [postmottak@caa.no](mailto:postmottak@caa.no) or fax +47-7558 5005.

The application shall contain the following information:

- Name/address/phone/telefax/e-mail of the Operator
- Purpose of the flight
- Area of planned operations
- Timeframe of operations
- Documentation of airworthiness (copy of permit to fly with flight restrictions and flight conditions)
- Certificate of registration
- Valid maintenance documentation
- Relevant pages of flight

## **POLAND**

Civil Aviation Department

ul. Zelazna, 00-848 Warszawa, Poland

Tel: 0048 22 520 7336

Fax: 0048 22 620 7373

**Pilots should check they have up to date information.**

The Polish Authority replied to our 06/08 enquiry stating that:-

The following categories of aircraft require a Temporary Permit to Fly in order to operate in Polish airspace:

- 1) home-built group "A" aircraft
- 2) home-built microlight aircraft
- 3) factory built aircraft operating on a UK Permit to Fly e.g. Vintage aircraft
- 4) factory built microlight aircraft
- 5) gyroplanes

A Polish Temporary Permit to Fly for non-commercial flights within Polish airspace will be issued on condition that: -

The appropriate application has been filled in and submitted to CAO Poland together with a copy of the certificate of insurance, a copy of the technical certification and its validation and a copy of the certificate of proficiency or licence.

A standard application can be obtained from the website [www.ulc.gov.pl](http://www.ulc.gov.pl) this should be sent to fax no. +48 22 520 73 53 or e-mail [miwanowski@ulc.gov.pl](mailto:miwanowski@ulc.gov.pl), [aostrowska@ulc.gov.pl](mailto:aostrowska@ulc.gov.pl), [rsuchenek@ulc.gov.pl](mailto:rsuchenek@ulc.gov.pl)

Poland is not a signatory to the 1980 ECAC agreement.

**PORTUGAL**

Instituto Nacional de Aviacao Civil

Rua B, Edificios 4, 5 e 6, Aeroporto de Lisboa, 1749-034 Lisboa, Portugal

Tel: 00351 1 8423500

Fax: 00351 1 8423582

E-mail: [inacgeral@mail.telepac.pt](mailto:inacgeral@mail.telepac.pt)

**Pilots should check they have up to date information.**

The Portuguese Authority have confirmed that permission for all Permit aircraft may be issued subject to providing copies of Permit to Fly documents and Certificate of Insurance covering damage to third parties. They also want a list of aerodromes intended to be visited and intended dates of operation, timings and routing.

No further information received (06/08)

**ROMANIA**

Romanian Civil Aeronautic Authority

Soseaua Bucuresti-Ploiesti Km.16.5, Sector 1, Cod 71950 Bucuresti, Romania

**Pilots should check they have up to date information.**

The Romanian Authority did not respond to our letter and we have no further information. Latest enquiry returned unopened (06/08).

**SAN MARINO**

Mr Corrado Carattoni

Aeroclub San Marino, Strada Montelupo 27, 47895 - Domagnano, Republic of San Marino

Tel: 00378 0549 882480

**Pilots should check they have up to date information.**

We wrote to the Ministry of Foreign Affairs but a very friendly and informative reply came back from the Aeroclub San Marino. Their letter says that for all of our Permit aircraft no special permission was required and they wanted only to know the expected date of arrival. No further information (06/08).

**SPAIN**

Direccion General de Aviacion Civil  
Area de Inspeccion y Seguridad en Vuelo  
Paseo de la Castellana 67, 28071 Madrid, Spain

**Pilots should check they have up to date information.**

In reply to a letter from LAA the Spanish Authority has confirmed that all home-built and factory-built Permit aircraft do require permission. Permission would normally be issued on receipt of copies of Permit to Fly documents and Certificate of Insurance. No reply to last enquiry (06/08).

**SWEDEN**

Mr Nils von Koch  
Swedish Civil Aviation Administration  
Flight Safety Department  
S-601 79Norrkoping, Sweden  
Fax: 0046 11-192680

*Overflight of Sweden by visiting National PtF Aircraft*

**Pilots should check they have up to date information.**

**Extract from AIP Sweden GEN 1.6-2 3.4 (Copied Feb 2011)**

[http://www.lfv.se/AIP/GEN/GEN%201/ES\\_GEN\\_1\\_6\\_en.pdf](http://www.lfv.se/AIP/GEN/GEN%201/ES_GEN_1_6_en.pdf)

**3.4 Flight with foreign home-built aircraft in Sweden**

In accordance with article 40 of the ICAO-convention an aircraft which not fulfils certain conditions in article 33 is allowed to fly over the territory of another state only when a prior permission has been granted by the state in question. Aircraft of this kind are certificated in the experimental class or equivalent. Home-built aircraft are usually placed in this class.

However, in accordance with ECAC (European Civil Aviation Conference) recommendation INT.S/11-1, the Swedish Transport Agency accepts flights in Sweden with a Certificate of Airworthiness or "a permit to fly" issued by the Civil Aviation Authority of one of the ECAC member states provided the aircraft has completed its test period.

**SWITZERLAND**

Federal Office for Civil Aviation  
Maulbeerstrasse 9, CH-3003, Bern, Switzerland

Tel: 0041 318185033  
Fax: 0041 318185040  
E-mail: alex.husy@bazl.admin.ch

**Pilots should check they have up to date information.**

Swiss Authority has adopted the 1980 ECAC agreement, and home-built Permit aircraft visiting from the UK are welcome, with no special permission being required. However, this does not apply to any microlight aircraft as such aircraft are prohibited in Switzerland, and no permission would be granted. Permission is needed for factory-built Permit aircraft, and this would be issued on receipt of a copy of the aircraft's Permit to Fly.  
No further information (06/08).

**TURKEY**

Directorate General of Civil Aviation  
Ulastirma Bakanligi (SHGM), 90. Sokak NO.5 (06338), Emek, Ankara, Turkey

**Pilots should check they have up to date information.**

The Turkish Aviation Authority did not reply to our letter and we have no further information.  
No reply this time either (06/08).

**UNITED KINGDOM**

*Overflight of United Kingdom by visiting National PtF Aircraft*

**Pilots should check they have up to date information.**

General conditions cover Flight in UK Airspace of Certain Foreign Registered Aircraft not holding ICAO Compliant certificates of Airworthiness. This is at: -

<http://www.caa.co.uk/docs/1407/20120427GenericConcession1No6.pdf>

Home Built Aircraft:

A general exemption covers overflight and visits to the UK by foreign registered home build aircraft generally allowing visits of not more than 28 consecutive days. Details and conditions at: -  
<http://www.caa.co.uk/application.aspx?catid=33&pagetype=65&appid=11&mode=detail&id=5028>

Ex-factory (orphan) aircraft operating on National PtF: -

Bilateral agreements with France and Ireland cover ex-factory (orphan) aircraft registered in those countries not possessing ICAO Certificates of Airworthiness: Details of the UK exemption are at: -

France: -

<http://www.caa.co.uk/application.aspx?catid=33&pagetype=65&appid=11&mode=detail&id=5029>

Ireland: -

<http://www.caa.co.uk/application.aspx?catid=33&pagetype=65&appid=11&mode=detail&id=5030>

Such aircraft from other countries (or those not covered by the above) need to apply for overflight permission in accordance with General Condition No6

July 12

**USA**

New York FAA Office  
Tel: 001 718553 0986

[www.faa.gov](http://www.faa.gov)

**Pilots should check they have up to date information.**

No further information available.