



## 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 PFA 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. Despite our efforts to acquire definitive data on this subject, we are unable to elaborate further than the information below.

The information presented results from a survey conducted a survey of near-by countries to gather information about the conditions required to be met for a PFA Permit aircraft visit. We applied for permission for a 'fictitious' visit to each country with a group of PFA Permit aircraft including one from each representative group, i.e. a home-built group 'A' and a home-built microlight, a vintage factory-built (e.g. Piper Cub, Jodel etc), and a gyroplane. The responses differ country by country, and differ further according to which of the groups above the aircraft falls within.

The following data is compiled from the results gathered as above. However, it is very important to point out that this exercise can only ever represent a 'snap-shot' of the situation. Regulations change and it must be up to you, the travelling visitor, to gather the latest information relevant to the country(ies) you are visiting.

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. Just one nit-picking, box-ticking rozzar in a bad mood 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).

Its 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 etc.



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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, not over built-up areas and for private non-commercial use, still apply.

A booklet entitled '**CROSSING THE CHANNEL**' is available for £3.00 including p&p from the PFA Turweston Office or from the PFA shop at Flying For Fun. Note: If the permit to fly expires while the aircraft is abroad, contact PFA HQ for advise on the special procedure for renewing it. (refer TL 2.06).

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

### **AUSTRIA**

Austro Control, Gesellschaft fur Zivillufffahrt  
Schnirchgasse 11, A-1030 Vienna, Austria  
Fax: 0043 1 17031666

The Austrian Authority did not respond to our letter. We had thought that Austria was a signatory to the 1980 ECAC agreement, however we are aware of a 'permission' issued during 2001 by the Austrian Authority to cover a visiting PFA home-built aircraft. The permission was calendar limited (but extendible) and a fee (unknown) was payable.

Previous experiences of dealing with the Austrian aviation authority had been frustrating and their response to our questioning over the circumstances of access for PFA Permit to Fly aircraft intending to enter their airspace had fallen on deaf ears. A PFA member advised us very early in 2002 that he had recently been charged a fee of 117 Euros for permission to visit with his PFA Vans RV6 aircraft. Consequently we had another go and wrote again during January 2002 and, low and behold, we've got a response, albeit dated 10<sup>th</sup> June 2002! They now advise that PFA home-built aircraft do indeed benefit from a standing permission (ECAC agreement) and may come and go without seeking (or having to pay for) special permission – result!

### **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: [haren.aa.blv@vici.fgov.be](mailto:haren.aa.blv@vici.fgov.be)

With the exception below the Belgium Authority replied saying that permission would be issued subject to receiving a copy of the aircraft's Permit to Fly, Certificate of Validity, Operating Limitations, Certificate of Registration and Certificate of Insurance. The exception is that, as gyroplanes are not permitted to operate in Belgium, no permission to visit would be forthcoming for any gyroplane.



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Subsequent to our contact with Belgium we've since heard that they now make a charge of 75 EUR for grant of permissions. PFA has since written to urge the Belgium authority to drop such a charge and we will update this information if there are any positive changes.

### **BULGARIA**

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

The Bulgarian Authority did not respond to our letter and we have no further information.

### **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)

Presumably mindful of their aquatic geography the Cypriot Authority replied informing us that permission would be given 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.

### **CZECH REPUBLIC**

Civil Aviation Authority,  
Airport Ruzyne, 160 08 Praha 6, Czech Republic  
Tel: 00420 2 367 923  
Fax: 00420 2 2428 1062

The Czech Authority replied enclosing authorisations for all. Special stipulations were that the 'permissions' should be carried on board, third party insurance should be in place and the aircraft must be equipped with radio.

### **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)

The Danish Authority replied formally to confirm that in accordance with the 1980 ECAC agreement home-built Permit aircraft may freely visit Denmark without seeking prior special permission. They quoted a Danish AIP as the instrument via which recognition of the agreement is implemented. Unfortunately, their letter was at odds with their enclosed AIP



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information and remains ambiguous in that whilst confirming that all home-builts are covered by the agreement, they separately state that microlights are not. This leaves us puzzled as to whether a *home-built* microlight is or is not covered. Permission for the factory-built Permit aircraft to visit Denmark would be given subject to a copy of the Permit to Fly being forwarded. A charge for this function would be made of 360 DKK (about £30.00). We presume that this procedure and charge would apply to a visiting home-built microlight too if Denmark, in their interpretation of the ECAC agreement, considers such an aircraft to fall outside of the ECAC agreement.

All visiting aircraft must carry minimum third party personal injury insurance of 60m DKK and 5m DKK for property. Curiously, in reaffirming that visiting home-builts may not fly over a built up area, they bothered to point out that this includes 'weekend cottages'!

### **ESTONIA**

Estonian Civil Aviation Administration  
Parnu Road 6, 10148, Tallinn, Estonia  
Tel: 00372 631 3688  
Fax: 00372 631 2681  
E-mail: [ecaa@trenet.ee](mailto:ecaa@trenet.ee)

Unfortunately the reply from the Estonian Authority was a little vague and we think some meaning may have been lost in the translation. Our understanding of their letter is that permission is needed and would be issued to any aircraft on receipt of details regarding the aircraft's owners (addresses etc).

### **FINLAND**

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

Finland responded promptly to state that as they are signatories to the 1980 ECAC agreement, no special permission need be sought or issued for home-built Permit aircraft. Special permission would only be needed for factory-built Permit aircraft, and this would be issued on receipt of a copy of the Permit to Fly documents.

### **FRANCE**

DGAC. SFACT  
50 rue Henri Farman, 75720 Paris, Cedex 15, France  
Tel: 0033 158094504 or 0033 158094321  
Fax: 0033 158094017  
E-mail: [FERRAND\\_Anne-Marie@sfact.dgac.fr](mailto:FERRAND_Anne-Marie@sfact.dgac.fr)



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It used to be that special permission was required before flying a Permit aircraft in France. However, during 2001 negotiation resulted in success when the DGAC published a 'standing permission' known as the Ministerial Decree of 22<sup>nd</sup> May 2001. This Decree provides permission for all PFA Permit to Fly aircraft to visit or overfly France without the need to obtain any special permission. The text is produced below and it would be a good idea for owners to carry a copy of this permission when flying their PFA aircraft in France. Despite the fact that the permission seems to apply specifically to amateur built aircraft, the DGAC has assured PFA that it in fact covers all PFA aircraft, including 'vintage' factory builds, such as Piper Cubs, Luscombes, Jodels etc and of course microlights.

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

NOR: EQU/A 01 0/0/7/7/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 Popular Flying 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,  
transport and housing

**The Head of Department**  
(Signed)

**Attached to the Director-General**

of Civil Aviation

**Jean-Francois GRASSINEAU**

- Official Gazette of the French Republic.



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### **GERMANY**

Luffahrt-Bundesamt  
P.O. Box 3054, D-38020 Braunschweig, Germany  
Tel: 0049 531 2355395  
Fax: 0049 531 2355745  
E-mail: [info@lba.de](mailto:info@lba.de)

Germany responded to our original letter by saying that permission would be granted subject to receiving copies of Permit to Fly documents, Certificate of Registration, maintenance records (we suppose they mean 'recent'), pilot's licence and Certificate of Insurance. However, in subsequent correspondence they have confirmed that Germany has adopted the 1980 ECAC agreement and confirmed that except for microlights, UK home-built Permit aircraft do not need special permission. Microlights and factory-built Permit aircraft do need prior permission, which would be issued subject to receiving the documents listed above and also a 'noise certificate'. All the usual conditions apply with the unusual additional stipulations that only the owner may operate the aircraft and microlights must only use airfields 'certified' for microlight operation. In all cases, aircraft flying in Germany must be equipped with radio.

### **GREECE**

Hellenic Civil Aviation Authority (HCAA)  
Flight Standards Division  
PO Box 73751, 166 04 Hellinikon, Athens, Greece

The Greek Authority replied saying that in order to issue 'flight permit' they wished to receive copies of Permit to Fly documents and third party insurance.

### **HUNGARY**

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

The Hungarian Authority replied enclosing authorisation to enter Hungary for all the aircraft. Permission was valid for one month and a copy of the permission must be carried on board the aircraft.

### **IRELAND**

Irish Aviation Authority  
Aviation House, Hawkins Street, Dublin 2, Ireland  
Tel: 00353 1 6718655  
Fax: 00351 1 6793349

The Irish Authority replied to confirm that in accordance with the 1980 ECAC agreement UK home-built Permit aircraft may visit Ireland without needing special permission, (they quote Irish Aeronautical Notice A.19 to be the relevant publication). Factory-built Permit aircraft do



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need permission, and this would be given subject to receiving copies of Permit to Fly documents, Certificate of Registration and Certificate of Insurance.

### **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

The department we wrote to helpfully replied saying that they had passed our letter onto the Department in charge of releasing such authorisations. Unfortunately, nothing has been heard from either department since!

### **LATVIA**

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

The Latvian Authority replied with permission for all aircraft to enter. The authorisation was limited in validity for one month.

### **LITHUANIA**

Directorate of Civil Aviation  
Rodunios Kellas 2, LT-2023 Vilnius, Lithuania  
Tel: 00370 2739102  
Fax: 00370 2739161

The Lithuanian Authority replied with permission for all aircraft to enter.

### **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: jean.porcher@tr.smtp.etat.lu

A prompt and particularly civil reply was received from Luxembourg to confirm that in view of the 1980 ECAC agreement, no special permissions were required for any Permit aircraft. They have apparently interpreted the agreement to cover factory-built Permit aircraft too.



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### **MALTA**

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

The Maltese Authority replied enclosing permission for all aircraft to visit Malta. No further comment was made or conditions attached.

### **MONACO**

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

Monaco responded to 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.

### **NETHERLANDS**

Directorate-General of Civil Aviation  
Aeronautical Inspection Directorate  
Department of Registry, Saturnusstraat 50, P.O. Box 575, 2130 AN Hoofddorp, The Netherlands  
Tel: 0031 23 5663 000  
Fax: 0031 23 5663 006  
E-mail: [info.register@rld.minvenw.nl](mailto:info.register@rld.minvenw.nl)

Our inquiry resulted in a slightly confusing response. The Authority initially replied to inform us that for all Permit aircraft permission would be needed, and would be granted on receipt of copies of Permit to Fly, Certificate of Registration and Certificate of Insurance. However, in subsequent correspondence they have confirmed their signing of the 1980 ECAC agreement and stated that no prior permission need be sought for visiting home-built Permit aircraft. However, they say that microlights are not covered and do need special permission along with factory-built Permit aircraft. To issue permission, in addition to the documents described above, they want to know the reason for request and also wish to receive a copy of the log-entry for the last annual inspection. A charge of Dfl 110 (about £30.00) will be made for each permission issued.

### **NORWAY**

Civil Aviation Administration  
P.O. Box 8124 DEP, NO - 0032 Oslo, Norway  
Tel: 0047 22942000  
Fax: 0047 22942390



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Norway is a country which prior experience had suggested to us was one that had signed up to the 1980 ECAC agreement. However, this was not borne out in their response as their reply specifically assured us that we were right to request permission. Anyway, they did confirm that subject to receiving copies of Permit to Fly documents and Certificates of third party insurance, permission would be granted for all Permit aircraft.

### **POLAND**

Civil Aviation Department  
ul. T. Chalubinskiego 4, 00-928 Warszawa, Poland  
Tel: 0048 22 6244195  
Fax: 0048 22 6296378

The Polish Authority provided a polite response granting permission to enter Poland. They included a reminder that a flight plan would be required as well as wanting prior notification of which aerodromes were to be visited.

### **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)

The Portuguese Authority provided a polite response confirming permission for all Permit aircraft subject to providing copies of Permit to Fly documents and Certificate of Insurance covering damage to third parties. They also wanted a list of aerodromes intended to be visited and intended dates of operation, timings and routing.

### **ROMANIA**

Romanian Civil Aeronautic Authority  
Soseaua Bucuresti-Ploiesti Km.16.5, Sector 1, Cod 71950 Bucuresti, Romania  
The Romanian Authority did not respond to our letter and we have no further information.

### **SAN MARINO**

Mr Corrado Carattoni  
Aeroclub San Marino, Strada Montelupo 27, 47895 - Domagnano, Republic of San Marino  
Tel: 00378 0549 882480

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. They went on to provide full details of the airfield and facilities and ended their letter with a cheerful 'See you in San Marino'!



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### **SPAIN**

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

No response to our original letter has been received from the Spanish Authority. However, in reply to a further letter from PFA they have 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.

### **SWEDEN**

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

Sweden's reply was to the effect that no permission was needed for home-built Permit aircraft as they were already covered by the 1980 ECAC agreement to which Sweden is a signatory. Also, extremely helpfully, their letter granted permission for the factory-built Permit aircraft to visit with the only condition being that the permission should be carried on board the aircraft.

### **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

The Swiss Authority replied confirming that as Switzerland has adopted the 1980 ECAC agreement, home-built Permit aircraft visiting from the UK would be welcome, with no special permission being required. There was one exception - as the operation of any microlight in Switzerland is prohibited, no microlight would be granted permission. They added that permission would be needed for factory-built Permit aircraft, and this would be issued on receipt of a copy of the aircraft's Permit to Fly.

### **TURKEY**

Directorate General of Civil Aviation  
Ulastirma Bakanligi (SHGM), 90. Sokak N0.5 (06338), Emek, Ankara, Turkey

The Turkish Aviation Authority did not reply to our letter and we have no further information.

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### **USA**

New York FAA Office  
Tel: 001 718553 0986  
[www.faa.gov](http://www.faa.gov)

No further information available.

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**END**