

## **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. 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 LAA Permit aircraft visit. We applied for permission for a 'fictitious' visit to each country with a group of LAA 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 rozzler 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.

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.

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If the permit to fly expires while the aircraft is abroad, contact LAA HQ for advice 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 Zivilluftfahrt  
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 LAA 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 LAA Permit to Fly aircraft intending to enter their airspace had fallen on deaf ears. A LAA member advised us very early in 2002 that he had recently been charged a fee of 117 Euros for permission to visit with his LAA 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 LAA 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!  
No reply to 06/08 enquiry

### **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)

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. This permission may be granted for a period not exceeding 30 days over a period of 12 months.

To obtain such permission, a written application must 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

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The application shall clearly identify the aircraft and state the period that should be covered.

The following documents must be included:-

- A copy of the permit to fly delivered by the country of origin, the annexes and operating limitations
- A copy of the certificate of registration
- A copy of the aircraft insurance certificate "proving that the civil liability of the owner or operator of the aircraft is covered as well as for the transported persons on board as for the persons and goods on the ground".
- Proof of payment of 80 euros on bank account NR. 679-2006022-62 of the Belgian Directorate-general for Civil Aviation.

### **BULGARIA**

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

The Bulgarian Authority did respond to our letter and stating that they 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)

### **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.

No reply to 06/08 enquiry.

### **CZECH REPUBLIC**

Civil Aviation Authority,  
Airport Ruzyne, 160 08 Praha 6, Czech Republic  
Tel: 00420 220 562 639  
Fax: 00420 2 2428 1062  
e-mail [caa@caa.cz](mailto:caa@caa.cz)

The reply to the 06/08 enquiry contained the following information:-

Conditions for approving the foreign aircraft with limited airworthiness including ultralight aircraft to enter into the airspace of the Czech Republic

Foreign aircraft with a limited airworthiness including ultralight aircraft must obtain a permission for arrival and flight operations in the Czech Republic. The permission may be issued with a time or any other restriction.

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An application for the permission has to contain the following document profile:-

- Certificate of Airworthiness including the restriction or permission with the standard conditions
- Noise Certificate
- Certificate of Registration of the state of registration
- Annual inspection certificate
- Third Party Liability Insurance Certificate
- Other relevant information that may be defined in the appendix

The application must be delivered at least 5 whole working days before the date of the intended flight to the following address:-

Civil Aviation Authority  
Ruzyne Airport  
160 08 Praha 6

Flight of foreign crews, including pilots of ultralight aircraft, whose licences are issued with limitations

- Holders of the licence issued in accordance with the ICAO standards by JAA full Member State or by Slovakia in accordance with JAA-FCL regulation may exercise the authorisations granted by that licence also in the Czech Republic airspace under the same conditions as in the State in which the licence has been issued. The approval of the Civil Aviation Authority is not required for it.
- Holders of the licence which has not been issued in accordance with the ICAO standards and has been issued by a non-JAA full Member State shall apply for an approval of the Civil Aviation Authority for making use of the airspace of the Czech Republic before entry into it.

The approval may be granted with a time or other restriction.

The application has to contain a copy of the licence and a copy of the medical certificate, if it is necessary to the licence

The application must be delivered at least 5 whole working days before the date of the intended flight, to the above address.

### **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

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 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.

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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'!

In response to 06/08 enquiry we were promised an update in the near future, not yet received.

### **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

A letter (03 08 06) replying to my 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

In response to our latest (Aug 06) enquiry, the Finish CAA confirmed the previous information as below.

Finland responded promptly to state that as they are signatories to the 1980 ECAC agreement, no special permission need by 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.

No reply to 06/08 enquiry.

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### **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)

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 LAA 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 LAA aircraft in France. Despite the fact that the permission seems to apply specifically to amateur built aircraft, the DGAC has assured LAA that it in fact covers all LAA 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 0/0/7/7/7/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 République Française*\*.

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### ***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.

### **GERMANY**

Luftfahrt-Bundesamt

P.O. Box 3054, D-38020 Braunschweig, Germany

Tel: 0049 531 2355-424

Fax: 0049 531 2355-721

E-mail: [info@lba.de](mailto:info@lba.de)

Internet: [www.lba.de](http://www.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.

In response to our latest request for information, the requirements for microlights was not included although requested.

It appears that special radio equipment licences should be obtained from:-

DFS Deutsche Flugsicherung GmbH  
Geschäftsleitung  
Kaiserleistr. 29-35  
63067 Offenbach  
Tel. (069) 80 54-0  
Telex: 411 898  
Fax: (069) 80 54-1396

Flight conditions and restrictions applying in the country of origin are obligatory in German airspace and flight plans must be filed for entry and exit flights.

Entry permits may be revoked at any time.

For further information contact:-

Bundesministerium für Verkehr,  
Bau und Stadtentwicklung  
Robert-Schuman-Platz 1  
Unterabteilung LS1  
53175 Bonn  
Tel: (01888) 300-0  
Fax: (01888) 300-34280/3429

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### **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

The Greek Authority replied to our first 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

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. 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

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 need permission, and this would be given subject to receiving copies of Permit to Fly documents, Certificate of Registration and Certificate of Insurance. Above information confirmed 06/08.

### **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! Our latest request for information received an almost identical response to the first.

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### **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.  
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)

The Lithuanian Authority replied to our 06/08 enquiry with permission for all 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)

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.

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

The Maltese Authority replied enclosing permission for all aircraft to visit Malta. No further comment was made or conditions attached.  
Confirmed 06/08.

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### **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.

Monaco's reply to 06/08 enquiry indicated that whatever the French Authority required, applied to them.

### **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)

The Netherlands have confirmed that they are signatories to the 1980 ECAC agreement and that no special permission is required for home-built Permit aircraft. However, microlights and factory built aircraft are not included and do require special permission. This will be given on receipt of Permit to Fly, Certificate of Registration and Certificate of Insurance. They also require a reason for the request and a copy of the log entry for the last annual inspection. A charge of 110 Dfl will be made each permission issued.

### **NORWAY**

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

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. This situation appears to be unchanged (06/08).

### **POLAND**

Civil Aviation Department  
ul. Zelazna, 00-848 Warszawa, Poland  
Tel: 0048 22 520 7336  
Fax: 0048 22 620 7373

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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 Permiy 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)

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.

No further information received (06/08)

### **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.  
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

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

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

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

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

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

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.

No further information (06/08).

### **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.

No further information (06/08).

### **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.

No reply this time either (06/08).



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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