

EUROPEAN CROSS-BORDER FLIGHT RULES FOR ANNEX I AIRCRAFT

EFLEVA represents the interests of the European Associations of amateur-builders and restorers of aircraft



EMF represents the interests of the European Microlight Associations.



Annex I aircraft not being regulated by EASA rules, cross-border flights and stays depend upon bilateral agreements between NAAs.

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EUROPEAN CIVIL AVIATION CONFERENCE
CONFÉRENCE EUROPÉENNE DE L'AVIATION CIVILE



www.ecac-ceac.org

- ECAC is an intergovernmental organisation founded in 1955
- 44 member states in Europe (including UA)
- Objective : to harmonise civil aviation policies and practices between its Member States and with other parts of the world.

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ECAC Recommendation INT.S/11-1 (1980) :

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 their CoA or PtF.

35 years later, the European Federation of Light, Experimental & Vintage Aircraft asked ECAC to extend their recommendation to historical aircraft.



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ECAC 35-WP/2 (2016) :

*Member States allow to fly in their country [...] **historical aircraft** originally factory-manufactured and previously holding an ICAO compliant CoA and subsequently operated under national rules through a National Restricted PtF or Restricted CoA.*

*The present Recommendation applies only to aircraft of maximum take-off weight of **less than 5 700 kg** and operated in non-commercial flights. Member States retain the right to **establish the maximum duration** of operations of these aircraft in their own territory.*

Note : EASA finds this recommendation in line with the European strategy to reduce the regulatory burden on General Aviation.



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CAUTION :

➤ *the information presented in next slides 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 or licensing.*

➤ *pilots should operate in any other third country in accordance with the national rules of the air for the country concerned. It is vital that pilots familiarise themselves with the differences that apply.*

➤ **IN ALL CIRCUMSTANCES, PILOTS REMAIN RESPONSIBLE FOR THEIR DOCUMENTATION - THEY SHALL CHECK THAT THE INFORMATION BELOW IS STILL ACCURATE AT THE DATE OF THEIR FLIGHTS**



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Country	Amateur-built	Historical	Microlights
Austria	no limit	no limit	permission needed no limit
Belgium	30 days	30 days	permission needed 30 days /Yr
Croatia	permission needed no limit stated	permission needed no limit stated	no limit
Czech Republic	12 months per stay from EU 3 months others	tbc	no limit
Denmark	no limit	no limit	permission needed 30 days /Yr
Finland	2 months (tbc)		60 days
France	90 days per 12 months period (cumulative)	90 days per 12 months period (cumulative)	>500kg Permission needed 3x10 days/Yr

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Country	Amateur-built	Historical	Microlights
Germany	permission needed 60 days (tbc)	permission needed 180 days per calendar year	no limit
Hungary			no limit
Iceland			permission needed 90 days
Ireland	28 days per stay	permission needed stay 1 to 3 months	permission needed 90 days/Yr
Italy	no limit	tbc	no limit
Latvia			no limit
Lithuania			permission needed no limit
Norway	no limit	tbc	permission needed 90 days

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Country	Amateur-built	Historical	Microlights
Poland			no limit
Portugal	permission needed no limit stated	permission needed no limit stated	no permission needed 90 days
Slovenia			no limit
Spain	permission needed	permission needed	permission needed 180 days/Yr
Sweden	3 months (?)		no limit
Switzerland	no limit	no limit	permission needed 60 days/Yr
The Netherlands	temporary stay	?	no limit
United Kingdom	28 days per stay	28 days per stay	permission needed 28 days / stay