

Country	IMPLEMENTATION STATUS OF ECAC RECOMMENDATION	Legal Source	Documents Required	Conditions & Additional Requirements	Contact Address for Public Inquiries	Additional Information
ARMENIA	NO					
AUSTRIA	ECAC recommendation entirely implemented with some conditions: <ul style="list-style-type: none"> • all flight documents available; • prior departure - submission of flight plan to cross FIR-Boundary (no need for civil a/c in VRF to Fed. Rep. Germany) • insurances laid down in accordance with the aviation act concluded • customs regul. complied • pilots have to observe Austrian "rules of the air" • availability of noise certificate from State of register or equivalent • only COM transceiver 760 channels and 25KHZ permitted • Installation of a serviceable emergency transmitter • flights only during day light in accordance with visual flight rules • low altitude over crowds or densely populated areas prohibited Note: a/c in flight testing not covered because of separate rules and approval required.	Implementation by the Austrian CAA available at Austro Control published in AIP Part1 General, GEN 1.5-3 http://eaip.austrocontrol.at/1o/131018/PART_1/LO_GEN_1_5_en.pdf). Legal basis: Article 18 para. 1 subpara. 2 Austrian Aviation Act in conjunction with the published implementation.	<ul style="list-style-type: none"> • Restricted certificate or airworthiness or permit to fly • Airplane Flight Manual • Insurance certificate • Noise certificate from State of register or equivalent 	Yes; limitations applicable: <ul style="list-style-type: none"> • submission prior departure for flight plan crossing boundary • customs regulation must be complied with • Pilots shall observe Austrian Rules and Regulations of the Air • only Com transceiver 760 channels and 25 KHZ permitted • ELT required • availability of noise certificate from State of register or equivalent • flights only during day light in accordance with visual flight rules • low altitude over crowds or densely populated areas prohibited Note: a/c in flight testing not covered because of separate rules and approval required	Publication in AIP (see para5) via Austro Control GmbH, Schnichgasse 11, 1030 Wien, Austria www.austrocontrol.at Responsible advisors contact: airworthiness@austrocontrol.at	Austria is working on procedure and technical standards to certify home-built aircraft for limited IFR operation. IFR under day VMC condition only.
AZERBAIJAN	NO					
BELGIUM	NO					
CROATIA	ECAC recommendation entirely implemented.	De-facto standard not legally published. Way CAA considers acceptable for handling approvals of foreign aircraft without ICAO CofA	Those required by State that granted the certificate	No	flight-authorization@ccaa.hr Tel.: +385 1 2369 350 Fax: +385 1 2369 351 AFTN: LDZGYAYX Internet: http://ccaa.hr/default.aspx?id=11	N/A
CYPRUS	ECAC recommendation entirely implemented.	ECAC Recommendations discussed internally and circulars distributed to responsible personnel for subject areas if recommendations are to be followed and implemented. No publication for the above information but the Department examines each application for overflight taking into consideration ECAC recommendation and national requirements.	<ul style="list-style-type: none"> • Certificate of registration • Flight crew licenses • Aircraft insurance documents • Radio license • Application for Overflight 	A/c must be equipped with Mode C transponder	Cyprus AIP Gen 1.1.1 Tel: +357 22404100 & +357 22404101 Fax: +357 22766552 & +357 22404220 director@dca.mc.gov.cy ais@dca.mcw.gov.cy	N/A

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DENMARK	ECAC recommendations entirely implemented, provided that the aircraft: <ul style="list-style-type: none"> • is registered in an ECAC MS • has completed its flight test period • the maximum take-off mass does not exceed 2,730kg 	Chapter GEN 1.2 para. 7 of AIP Denmark, VFR Flight Guide Denmark, AIP Faeroe Islands and AIP Greenland	A valid third party liability insurance certificate meeting the requirements in the Air Navigation Act § 130 cf. AIP Denmark GEN 1.2		tlic@slv.de http://www.slv.dk/index.php?option=com_content&task=view&id=256&Itemid=294	Document to be forwarded to DCAA: <ul style="list-style-type: none"> • flight permit /special certificate of airworthiness issued by CAA of country of registry • operational limitations • registration certificate • insurance certificate meeting the requirements in the Air Navigation act §130 cf. AIP Denmark GEN 1.2 • Noise certificate For flights in the North Atlantic (Faeroe Islands and Greenland) additional documentation may be requested to show that safe is possible (weight and balance, endurance and fuelsystem, emergency equipment...) <p>According to BL 9-10 CAA Denmark's scheme of charges 2011, the issuance of a Danish validation will be invoiced with a fee of DKK 3.340,- A Danish validation may be issued for up to 90 days. Authorisation of flights over Denmark with home-built aircraft classified as ULM, Ultralight or Microlight are handled by the Danish Ultraligh Flying Association (DULFU).</p>
ESTONIA	NO					
FINLAND	ECAC recommendation entirely implemented.	Finish Aviation Act 1194/2009 Section 7 published in Finnish AIP GEN 1.8-3 (https://ais.fi/ais/eaip/en/index.tmt)	Documents mentioned in Finnish Aviation Act 1194/2009 Section 66	—	https://ais.fi/ais/eaip/en/index.htm For public inquiries: lentoiminta@fcaa.fi and harrasteilmailu@fcaa.fi	Interested to allow all commercially built ultralight aeroplanes having a valid CoA or permit to fly to fly to Finnish territory without any special permission.
France	ECAC recommendation PARTLY implemented. Case 1: if the ECAC MS has sent to DGAC France its national rule for homebuilt aircraft specifying flight tests are required before issuance of the CofA or PtF, then a French law allows overflight. It is the case for Belgium, Finland, Germany, Ireland, The Netherlands and The UK. Case 2: for all other countries of the European Union and Ideland, Norway and Switzerland, a PtF is granted without further	Case 1: Code de l'aviation civile Art. D. 133-20 Case 2 and 3: Code des transports Art. L. 6211-1	Certificate of Airworthiness or permit to fly issued by the ECAC MS and documents required on board by the State concerned	Case 1: No specific requirements or limitations. For case 2 and 3 the French permit to fly is granted for a max. period of 6 months	lp-aviationgenerale.DCS@aviation-civile.gouv.fr	DGAC France would be interested to be sent by all ECAC MS their national regulation for homebuilt aircraft specifying flight tests are required before issuance of the CofA or PtF. By this way, French laws could be issued to allow overflight without conditions.

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GERMANY	ECAC recommendation entirely implemented.	General permission published in form of a notice for airmen (NFL), AIP	Legal liability insurance CofA or permit to fly	Flights must be: <ul style="list-style-type: none"> • conducted between SR and SS only • according VFR Prior entering/departing the FR of Germany: <ul style="list-style-type: none"> - the aircraft must be equipped with VF transmitter/receiver with frequency range 117.975 to 137 MHz, 25 kHz - a flight plan must be filed 	Luftfahrt-Bundesamt (LBA), einflug@lba.de	—
GREECE	ECAC recommendations entirely implemented.	Presidential Decree P.D. 283/2001 published in Gazette of Greek Government No 197A on 5/9/2001	<ul style="list-style-type: none"> • Certificate of Registration • Radio Station License • Airworthiness Certificate or permit to fly including operational limitation of the aircraft • Insurance certificate 	Home-built a/c shall comply with airspace restrictions/ requirements (id use of transponder...)	Hellenic CAA Flight Standards Division Airworthiness Section P.O. Box 70360 166 10 Glyfada Fax: +302109973013 email: ypa@hcaa.gr iy: www.hcaa.gr	—
HUNGARY	NO					
ICELAND	NO					
IRELAND	ECAC recommendation entirely implemented.	The recommendation has been implemented by way of a General Exemption and is published as an Aeronautical Notice.	The Certificates of Registration and the original permit to fly or equivalent issued by the State of registration.	Yes, as set out in Aeronautical Notice A19	The Irish Aviation Authority, Safety Regulation Division, The Times Building, Dolier Street, Dublin 2 Ireland +353 1 6718655 www.iaa.ie	Pilot licensing requirements are not covered by the ECAC exemption and should be resolved with the Irish Aviation Authority before a flight to Ireland. The Irish Aviation Authority before a flight to Ireland. The Irish Aviation Authority Flight Operations Department should be contacted at: +353 1 618655 — www.iaa.ie
ITALY	ECAC recommendation entirely implemented.	ENAC Circular NAV 74	No	No	Direzione Regolazione Certificazione Prodotti Aeronautici regolazione.prodottiaeronautici@enac.gov.it	—
LATVIA	ECAC recommendation entirely implemented.	Regulation of Cabinet of Ministers No 661 (issued 8/09/2006) and No 573 (issued 15/07/2006). AIP publication under preparation. Information enclosed in a VFR Guide for Latvia http://www.vfrguide.com	<ul style="list-style-type: none"> • Certificate of Registration • A/c radio licence • Insurance • Certificate of Airworthiness or Permit to fly 	No	http://vfrguide.com	—

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MALTA	ECAC recommendation partially implemented as permits are time restricted	No specific legislation. Draft policy and procedures available for consultation and expected to be officially published this year on Transport Malta's Web site: www.transport.gov.mt	<ul style="list-style-type: none"> • Permit to fly • Insurance • Radio station licence • Pilot's Licence • Flight Permission issued by the Civil Aviation Directorate, Transport Malta • Registration Certificate 	See No2	dutyofficer.cad@transport.gov.mt	Once a request is received by the Duty Management Officers, other Units within the Civil Aviation Directorate are involved with the evaluation of the request until the permission is granted. The Airworthiness Inspectorate Unit is consulted with regard to the permit to fly while the Personnel Licensing Unit will check the flight crew licensing requirements.
MONACO	NO					
NETHERLANDS	ECAC recommendation entirely implemented.	Ministerial Decree publication by AIC-A 16-02 from 2/05/2002	<ul style="list-style-type: none"> • Certificate of Registration • Airworthiness Certificate or permit to fly • Restrictions and limitations related to the CifA or PtF • Radio Station License • Proof of insurance • Pilot documents 	Yes, for visits of a limited duration. Long time stay or permanent stationing are not allowed.	IVW Info-centre PO Box 90653 2509 LR Den Haag Tel. +31 88 489 0000 Fax +31 70 456 24 24 info@ivw.nl	
NORWAY	ECAC recommendation entirely implemented.	Recommendation published in AIP and information is enclosed in a VFR Guide for Norway published and updated each year. http://www.caa.no/ga/article21781.ece	<ul style="list-style-type: none"> • Certificate of registration • Aircraft radio licence • Insurance • Permit to fly (or equal) • Flight manual included weight and balance Documentation checked if the aircraft is subject to an flightline inspection.	No	http://www.caa.no/ga/article21781.ece	A new OPS regulation regarding homebuilt aircraft is underway. This regulation will probably affect visiting aircraft and same proposed restrictions will apply when operating within Norwegian airspace.
POLAND	Wholly implemented	Art. 145a of the Aviation Act of 3/04/2013 on temporary permit to fly for non Polish register aircraft and executive regulations adopted on the basis of Art. 53	<ul style="list-style-type: none"> • Certificate of airworthiness or permit to fly • Insurance certificate • Pilot licence or equivalent • document confirming entering aircraft into a register of aircraft of the registering state 	No	LTT@ulc.gov.pl ; www.ulc.gov.pl	—
ROMANIA	Overflight authorised with Decision No 912/25.08.2010 which does not provide limits "overflight within the national airspace is authorized and performed in compliance with the provisions of the Romanian Government Decision concerning the approval of the overflight within the national airspace as well as of the conditions established for the civil aircraft landing and takeoff on/from other terrains or water surfaces other than certified aerodromes."	• Decision of the Romanian Government www.caa.ro	<ul style="list-style-type: none"> • airworthiness certificate or permit to fly • a/c registration/identification • insurance policy • first/last takeoff on/from Romanian territory be performed at an international airport published in AIP Romania • Approval of the owner and local authorities 	No	gabriel.tubac@caa.ro +40 21 208 15 99 mihai.voicu@caa.ro +40 21 208 15 11 remus.dogaru@caa.ro +40 21 208 15 14 dan.hadarca@caa.ro +40 21 208 15 96	—
SAN MARINO	NO					
SERBIA	NO					

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SLOVAK REP.	ECAC recommendation entirely implemented.	Published in the AIP-SR Information for visiting pilots provided by the Slovak Federation of Ultralight Flying, entitled to manage operations of these aircraft within the territory of the Slovak Republic.	No	PPL licence requirement	http://www.caa.sk/kontakt-e.htm clerk@caa.sk operations@caa.sk http://www.sful.sk/default.aspx sluk@sful.sk	—
SLOVENIA	ECAC recommendation entirely implemented.	Regulation on Ultralight Aircraft (Official Gazette of the Republic of Slovenia No 107/2008) (Slovene version only) and Regulation on homebuilt aircraft (Official Gazette of SFRJ No 19/1982) (Slovene version only). Regulation on Ultralight Aircraft — website: http://zakonodaja.gov.si/rpsi/r01/predpis_PRAV811.html Regulation on homebuilt aircraft — website: http://zakonodaja.gov.si/rpsi/r08/predpis_PRAV928.html	<ul style="list-style-type: none"> • Certificate of airworthiness or permit to fly or any other similar document issued by the competent authority of another country • Valid pilot licence for this type of aircraft and airspace in which it intends to operate, issued by the competent authority of a foreign country • certificate of insurance which is valid for the territory of the Republic of Slovenia • This type of aircraft should comply with the noise conditions • Aircraft station licence, when aircraft station is built into this type of aircraft • This type of aircraft and the pilot should fulfill the conditions regarding aircraft markings and aircraft equipment • In the application for the authorisation pilot should make a statement that he is familiar with the rules of flight valid in Republic of Slovenia 	Please see answer number 6	Slovenia control, Slovenian Air Navigation Services, Limited info@sloveniacontrol.si http://www.sloveniacontrol.si/eng/about-us/contact-information	—
SPAIN	NO					
SWEDEN	ECAC recommendation entirely implemented.	Legal instrument: AIP Sweden dated 19/11/2009 available on Internet: http://www.lfv.se/AIP/GEN%201/ES_GEN_1_6_en.pdf	The documents required in the origin country for the amateur- built aircraft should be kept onboard the aircraft when entering Swedish	It is required that the aircraft has completed its flight test period. En route charges from Eurocontrol: 60 sjr/flight.	—	—
SWITZERLAND	ECAC recommendation partially implemented: VFR night and VFR flights are only allowed if the aircraft fulfills the Swiss minimum requirements	Art. 2 of Federal Aviation Law. www.foca.admin.ch www.admin.ch	<ul style="list-style-type: none"> • Certificate of registration • CofA or permit to fly • Insurance • AFM • Log book • Noise certificate 	No	http://www.bazl.admin.ch/fachleute/lufttechnik/00312/02093/index.html?lang=en	The ECAC Recommendation INT.S/11-1 should easily be available on the Web, even on Google it is difficult to find.

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The former Yugoslav Republic of Macedonia	ECAC recommendation entirely implemented.	Flight Approval Regulation (CAA No 2.11) Information published in AIP under GEN 1.2.6	Flight Approval Regulation (CAA No 2.11) Information published in AIP under GEN 1.2.6 <ul style="list-style-type: none"> • Certificate of Registration, • Certificate of Airworthiness or Permit to fly • Special autorisation issued in accordance with Art. 29 para 2 of the Aviation Act, in cases of active area scan • Other documents depending on the kind of activity of aircraft used in general aviation 	Same as item 6		Contact address provided in AIP, under GEN 1.2.2 Tel: +389 2 311 93 81 Fax: +389 2 311 57 08 agramatikov@caa.gov.mk eandonova@caa.gov.mk
TURKEY	NO					The Airworthiness Department of the Turkish CAA published an Instruction (SHT-21), which is fully in line with the EASA Part-21. Subpart P of this instruction (Permit to Fly) establishes the procedures for experimental, home built aircraft and aircraft, which do not fully meet/prove airworthiness requirements but able to carry out safe fly under certain conditions. The ECAC RECOMMENDATION INT.S/11-1 has not been implemented in Turkey, however DGCA Turkey may accept Home-Built Aircrafts in the scope of mutual recognition between DGCA Turkey and ECAC member states.
UKRAINE	NO					
UNITED KINGDOM	ECAC recommendation implemented in 1984. In 2008 additional requirements to monitor aa/c utilising arrangements to ensure that a/c were entering UK on visits and not abusing provision to avoid UK registration for residency	Art. 16 of the UK Air Navigation Order 2009: a non-UK registered aircraft may not fly within or over UK unless with an ICAO compliant Certificate of Airworthiness; an exemption is required. Exception: home-built aircraft registered in another ECAC MS. Generic Concession No 6: exemption to ANO 2009 prov. at Appendix 1. 28 day limitation on visits or separate exemption.	The exemption under GC No 6 requires: <ul style="list-style-type: none"> • a Permit to fly or equivalent • insurance certificate • a/c registration • conditions or limitations pages associated • pilot operating handbook or equivalent 	Limitation to day VFR flying	N/A	Applications and Approvals Department 2E, Aviation House Gatwick Airport South West Sussex RH6 0YR United Kingdom Tel. +44 1293 768374 Fax +44 1293 573860 aanda@caa.co.uk http://www.caa.co.uk/default.aspx?catid=1407&pagetype=90&pageid=8129

**RECOMMENDATION
NOT IMPLEMENTED**

COUNTRY	Reasons for non implementation	Autorisation Process	Difference of certificate of airworthiness or permit to fly	Charges	Contact Address	Additional Information
ARMENIA	<ul style="list-style-type: none"> • complicated mountainous relief • variable wheather 	—	—	—	—	—
AZERBAIJAN	Not faced such a problem	Individual request for permission should be sent to SCAA	According to "Working Arrangement" dated 7/07/09 no distinction between aircraft in respect of which Azerbaijan issue the certificate of airworthiness or permit to fly and aircraft in respect of which these are issued by another ECAC State	Charges imposed in compliance with AIP Azerbaijan	Mr Hajiaga Aliyev haliyev@caa.gov.az +994125985191	—

**RECOMMENDATION
NOT IMPLEMENTED**

COUNTRY	Reasons for non implementation	Autorisation Process	Difference of certificate of airworthiness or permit to fly	Charges	Contact Address	Additional Information
BELGIUM	<ul style="list-style-type: none"> • absence of common airworthiness standards • differences between EU MS on level of requirements for demonstration of airworthiness, inspection during construction and maintenance • absence of safety setting up/limits 	<p>Permission needed for a/c not registered in Belgium and with no ICAO/EU-EASA certificate of airworthiness.</p> <p>A written application must be sent to Belgian CAA:</p> <ul style="list-style-type: none"> • identify the a/c • state the period covered <p>be accompanied by the following documents:</p> <ul style="list-style-type: none"> • permit to fly with annexes and operating limitations • certificate of registration or identification • insurance certificate • proof payment 87 euros on the NR 679-2006022-62 Belgian CAA bank account No 679-2006022-62 of Belgian CAA <p>Royal decree of 16/3/2009 on www.mobilit.fgov.be</p>	<ul style="list-style-type: none"> • Belgium authorises for a period not exceeding 30 days over a period of 12 months • commercial activities not authorised for a registration in Belgium as well as for a/c from another state • by the permission to fly over Belgium a/c authorised to make visits but not to remain permanently in Belgium 	87 euros in 2010	Ann Reunaert Direction Générale Transport Aérien CCN 2ème étage rue du Progrès 80, Bte 5 Bruxelles 1030	Information and procedure available on www.mobilit.fgov.be

**RECOMMENDATION
NOT IMPLEMENTED**

COUNTRY	Reasons for non implementation	Autorisation Process	Difference of certificate of airworthiness or permit to fly	Charges	Contact Address	Additional Information
ESTONIA	It has not been reviewed and currently not taken in, to discussion	<ul style="list-style-type: none"> • foreign experimental flights entering airspace of Estonia • test flights of a/c flights • demonstration flights may be conducted by permission of the CAA. Application should contain: <ul style="list-style-type: none"> • name, address and contact data of operator • nationality, type and registration marks of a/c • MTOW of a/c • name of the pilot in command and size of crew • purpose and type of flight • aerodrome of origin, route and destination • date and time of flight • points of entrance into and exit from Estonian airspace and time when passed • insurance documents done for the benefit of crew, passengers and third persons • period of validity of the flight permission Estonian Aeronautical Information Publication http://aip.eans.ee/index.aw?section=8272&action=genpdf&file=8272.pdf	No	No	Râvala pst 8 Tallinn 10143 Tel 610 3500 fax 610 3501 ecaa@ecaa.ee http://www.ecaa.ee	—

**RECOMMENDATION
NOT IMPLEMENTED**

COUNTRY	Reasons for non implementation	Autorisation Process	Difference of certificate of airworthiness or permit to fly	Charges	Contact Address	Additional Information
HUNGARY	Rulemaking starts in 2011. Implementation by the same date.	Case by case basis	<ul style="list-style-type: none"> • Authorisation process focused on building permission • Issue of full or restricted certificate of airworthiness No automatic acceptance, autorisation on a case by case basis.	No	http://www.nkh.hu Tel 36 1 296 95 02 fax 36 1 296 88 08 ugyfelszolgalat.li@nkh.gov.hu	—
ICELAND	Difical physical situation of Iceland with vast uninhabited areas, adverse weather. Conditions apply: <ul style="list-style-type: none"> • a/c equipment • rough terrain • special information and advice for flight route • search and rescue Special permit is required for over-flight and landings in case of non-standard CoA	ICAA Website and Icelandic AIP article 1.2.33	Icelandic a/c within limited CoA are permitted to fly within Icelandic territory and according to particular a/c limitations	Standard fee is ISK 17.670	Icelandic AIP article 1.2.33 and e-mail: fly@caa.is ICAA website http://www.caa.is/English/TheICAA/Overflightandlanding/	n/a
MONACO	No specific regulations	Autorisation given subject to acceptance by the State of origin if member of EASA or associate	—	—		—
SAN MARINO	Impossible to have home built aircraft in San Marino. San Marino airspace is controlled by Italy	—	—	—		—

**RECOMMENDATION
NOT IMPLEMENTED**

COUNTRY	Reasons for non implementation	Autorisation Process	Difference of certificate of airworthiness or permit to fly	Charges	Contact Address	Additional Information
SERBIA	To be implemented in 2011	Autorisation by acceptance of flight plan, procedure prescribed by internatal legislation	No	No	dgca@cad.gov.rs www.cad.gov.rs	—
SPAIN	Aregulation has not been developed on that issue. No plan to accomplish this task in the future.	To send a request to the address in point 13 plus: <ul style="list-style-type: none"> • certifiat of airworthiness or permit to fly • certificate of registration • certifiat of a/c insurance according to Regulation CE No 785/2004 of the European Parliament • flight licence and medical certificate of the pilot A period not exceeding 6 months is granted in the same conditions stated in the certificate of airworthiness or permit to fly for the a/c in question.	No	No	Agencia Estatal de Seguridad aerea Direccion de Seguridad de Aeronaes Servicio de Trabajos aereos y Aviacion Deportiva Paseo de la Castellana 67 28071 Madrid (Espana) aviationdeport.aesa@fomento.es fax: +34 91 597 8665 http://www.segurida daerea.es/AESA/LAN G_EN	Same process applies for authorising the flight for foreign microlights in Spain.
UKRAINE	—	http://www.aisukraine.net	Requirements stated in the certificate of airwpothiness or permit to fly granted by State of registration	—	www.aisukraine.net	—