

Flying Abroad by Microlight

by John Lloyd

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Introduction

When I was training, my instructor told me "John, once you have your licence you'll be able to fly anywhere in the European Union - there are no travel restrictions". Whilst this is technically correct, there are currently varying amounts of bureaucracy to overcome depending on where you are going before you can fly legally abroad. This booklet aims to simplify this bureaucracy by giving basic information about flying a microlight abroad, mainly to European countries. It covers:

- where to apply for permission to fly in a country;
- where to get aeronautical charts and information about airfields;
- flight plans;
- customs;
- flights to Ireland, the Isle of Man and the Channel Islands;
- getting weather forecasts.

Requesting permission to fly in a country

UK microlight pilot's licences - either the NPPL with Microlight rating or the old PPL(A) Microlight - confer no automatic rights to fly abroad. Similarly the UK Permit to Fly on which all microlights operate is not automatically recognised abroad. You therefore need to obtain permission in advance before flying in most European countries, except in a few cases such as France, Germany, Norway and the Netherlands.

It is unlikely that you would ever need to show this permission. It might be asked for where you have been involved in an incident, infringed a regulation, landed at an airport that does not accept microlights or upset someone in authority. However, the consequences of not having permission would then range from a warning to being grounded, or even prosecution.

This document lists the address to use for your application to fly in each country. To avoid a protracted exchange of correspondence, send up-to-date copies of the following documents when you apply:

- Pilots licence;
- Aircraft registration certificate;
- Permit to Fly;
- Certificate of validity;
- Medical certificate;
- Third party insurance certificate;
- Aircraft radio licence; and
- Pilot's radio licence.

Sending a translation of your covering letter requesting permission might be helpful for some countries such as Spain. Web sites such as AltaVista's Babel Fish Translation Service at <http://world.altavista.com> will translate text into major European languages.

Alternatively, you could use an agency specialising in obtaining overflight and landing permissions, such as Overflight, tel 01403 275 835, www.overflight.co.uk. Such agencies can normally obtain permission in a couple of days, but charge around £100 per country. They are therefore probably only value for money if you are either in a hurry or thinking of flying outside of Europe.

Aeronautical information

This booklet gives the address of the Aeronautical Information Service (AIS) for each listed country, where known, and other useful sources of information about air charts and airfields.

1:500,000 ICAO national VFR air charts can sometimes be purchased from an AIS. Jeppesen, some national air charts and some flight guides can also be purchased in the UK from pilot shops such as Transair (tel. 01273 466 000 or <http://www.transair.co.uk>). Jeppesen charts tend to be cheaper than national air charts and have a consistent style, but do not always show as much topographic detail.

Where no VFR aircharts are available:

- a GPS with the appropriate database will give the location of danger areas and restricted areas;
- US military TPC and ONC 1:500,000 NOAA aeronautical charts available from pilot shops give terrain and the location of larger airfields, but not controlled airspace, and they can be quite old;
- the small-scale IFR en-route charts gives controlled airspace details, including their active times.

The UK's AIS is a very useful source of information on aviation authorities, and on larger airfields and airports worldwide. Information is free but an appointment is needed to visit. They are at:

NATS, AIS Central Office
First Floor, Control Tower Building
Heathrow Airport, Hounslow, Middlesex
TW6 1JJ
Tel. 020 8745 3456
<http://www.ais.org.uk>.

Flight plans

You must file a flight plan at least one hour before take off on a flight across any international Flight Information Region (FIR) boundary. The UK AIS has an interactive flight template that can be downloaded and filled in using Adobe Acrobat Reader 4.05 or later on their web site at <http://www.ais.org.uk/aes/en/CA48.PDF>. The normal entries for microlight flights are:

Flight rules:	V
Type of Flight:	G
Type of Acft:	ULAC
Wake Turb. Cat:	L
Equipment:	N
Level:	VFR
Cruising speed:	e.g. N0060 for a cruising speed of 60 kts

If you departure or destination airfield does not have an ICAO code, enter ZZZZ in the 'Dep Ad' or 'Dest Ad' box, and enter the airfield name in the other information box using the DEP/ or DEST/ prefixes, for example, DEP/WILLINGALE or DEST/HUNSDON.

You should enter your time to the FIR boundary in the 'other information' box using the prefix EET/, e.g. EET/LFFF 01:00 means Estimated Elapsed Time to the LFFF boundary (mid-English Channel) is one hour from take-off.

You can add other aircraft flying together to a flight plan by describing them in the 'Other Information' box using the prefix RMK/. For example, RMK/G-WAKE ULAC PILOT: JOHN LLOYD POB:1 adds a microlight G-WAKE flown by myself with no passengers.

All times on the form should be in UTC.

In the UK, the completed form then needs to be faxed to one of the following Parent ATS units if your airfield does not have an ATS unit:

London tel. 0208 750 2615/2616, fax. 0208 750 2617/2618

Manchester tel. 0161 499 5502/5500, fax 0161 499 5051/5054

Scottish tel. 01292 479 800 ext. 2679, fax. 01292 671 048

If you land in France at an airfield with a Tower or AFIS, such as Calais or Le Touquet, they will close the flight plan for you. Otherwise you must call 0810 437 837 (local rate) - you can use this number anywhere in France to close a flight plan. A search would begin 30 mins after your scheduled arrival time if you have arrived but not closed your flight plan, and the cost of the search would be billed to you.

In the UK, you are meant to appoint a responsible person to raise the alarm if you do not arrive on time. Although a search is not automatically initiated if a flight plan is not closed, you should still close your flight plan on arrival, either via your airfield or one of the above Parent ATS units.

In May 2008, NATS started to introduce the Assisted Flight Plan Exchange (AFPEX) – its online flight planning tool – to the GA community. See www.flightplanningonline.co.uk for more details.

Customs and immigration

In the UK, you do not need to notify customs outbound unless you are flying to the Channel Islands as they are not in the EU. When flying to the UK from France or the Benelux countries, you must either:

- land at a designated airport - Lydd and Southend are the most practical for microlights;
- land at a General Aviation Agreement (GAA) airfield after telling Customs at least four hours in advance by faxing them a completed General Aviation report (GAR) form to 0870 785 3738. This form is obtainable from <http://www.hmce.gov.uk/forms/forms/gen-aviation-rep.pdf>. The most practical GAA airfields for microlights are Andrewsfield, Bembridge, Lashenden, Rochester and Sandown.
- land at a private strip provided you tell Customs on the GAR form - this is a concession. I have not had a problem with giving them at least four hours notification of returning to my microlight strip by an email to ncu@hmce.gsi.gov.uk. I provide the aircraft registration, destination and the full names, dates of birth and nationalities of the pilot and passenger.

There is no current requirement to notify the Immigration Service: Customs will do this for you.

In Europe, you are not required to notify customs for flights between countries that have signed the Schengen agreement - these are all the current EU countries except the UK, Ireland and the Eastern European countries that joined in 2004. Norway and Iceland are also part of Schengen.

Excise duty on fuel

You can claim back the excise duty on the fuel you load when you fly abroad. This duty is currently 27p/litre for Avgas and 50p/litre for Mogas. See <http://www.hmrc.gov.uk/home.htm> and search on HO60 - the name of the form used to make a claim - for details.

Flights to Ireland, the Isle of Man and the Channel Islands

If you are flying from Gt. Britain to Northern Ireland, the Republic of Ireland, the Isle of Man or the Channel Islands, or returning to Gt. Britain from any of these places, then you will either need to leave from a designated airport or get permission to depart from another airfield from the local Police Force - most need 12 hrs notice. You can use the GAR form to notify the police - see above. Full details are in guides such as Pooleys Flight Guide (<http://www.pooleys.com>).

You are also required to notify Customs when returning from the Republic of Ireland (see above).

Most designated airports are big, expensive and may not accept microlights. I have successfully used:

- Blackpool, to/from the Isle of Man;
- Carlisle, to/from Newtonards in Northern Ireland;
- Liverpool from the Republic of Ireland, which is expensive; and
- Swansea to the Republic of Ireland which, though not a designated airport, provides Special Branch clearance on 12 hrs notice.

Other microlight pilots have used Prestwick for Northern Ireland.

A transponder is normally mandatory for flights in the Channel Islands CTR, although an exception is made for Alderney during the fly-in every June.

Weather forecasts

Weather Internet web sites for specific countries are listed under the entry for each country.

The free **GETMET** booklet, published by the UK CAA and the UK Met Office, contains information about weather services in Belgium, Denmark, France, Germany, Ireland, the Netherlands, Norway, Sweden and the UK.

For general European weather forecasts, try:

Topkarten for European synoptic charts, wind and rainfall	http://imkpc3.physik.uni-karlsruhe.de/wz/topkarten/
The UK Met Office, for major European airport TAFs and METARs	http://secure.metoffice.com/aviation/index.jsp
European weather, as well as NOTAMs and airport information	http://airbase.com
European TAFs and METARs	http://euro.wx.propriots.net
European TAFs, METARs, synoptic charts	www.flyer.co.uk/weather.php

Weather Consultancy Services offer overseas forecasts from a forecaster. Each call costs £11.75 + VAT and payment is by Visa, Mastercard, Switch or Delta credit/debit cards. From overseas, call +44 8700 738 100. The service operates from 8am to 6pm BST, 365 days a year. Weather Consultancy Services is at 188 Common Road, Wombourne, Staffs WV5 0LT, tel. 08700 738 100, fax. 01902 895 242, email enquiries@weatherweb.net, web site www.weatherweb.net.

PA Weather Centre European town by town weather forecasts are available on mobile phone Short Message Service (SMS) on O2, Orange, T-Mobile and Vodafone networks. Send a message to 8545 (83155 for T-Mobile users) in the form 'pawx <space> town' for a 24 hr forecast that gives current temperature, wind speed and direction, and forecast max and min temperature, sun hours, wind speed and chance of precipitation. Send a message in the form 'pawxs <space> town' for a 3 hr forecast in greater detail and 'pawxl <space> town' for

a 7-day forecast. You'll get a forecast by SMS message by reply. A total of 125,000 locations worldwide are available. The cost is 25p each. See www.paweathercentre.com for more details. Check before you leave with your network provider that your phone isn't barred from making calls abroad.

WxMobile is a weather information service for pilots. Send a message to 82540 in the form:

- wx mr <airfield ICAO code list> for the latest METAR, e.g. wx mr egll;
- wx fc <airfield ICAO code list> for the latest TAF, e.g. wx mr egll egss;
- wx ft <airfield ICAO code> for the latest long TAF, where available;
- wx fa <airfield name> for the ICAO code, e.g. wx fa stansted.

The cost is 50p for each message received back, plus the cost of the call from abroad. See www.wxmobile.com for more details.

AvBrief (www.avbrief.com) provides worldwide TAFs and METARs free on their website. If you are a member, you can access these and international Notams via a WAP mobile phone.

The European Microlight Federation (EMF)

The EMF (<http://www.emf.aero>) was founded in September 2003 by the national microlight associations of the United Kingdom, Germany and France. In January 2004, the national microlight associations of Belgium, Ireland, Czech Republic, the Netherlands, Hungary, Spain, Italy, Portugal, Luxembourg, Switzerland, Lithuania, Norway and Sweden joined. The general aim of the EMF is to promote and protect microlighting in Europe and to actively participate in the formulation of regulations and actions that may concern this activity so as to ensure its welfare and the free movement of microlights.

The EMF provides comprehensive information on flying in Europe on its website at in two forms: a booklet 'MLA flying in Europe' in the download section; and a searchable database.

The European Aviation Safety Agency (EASA)

EASA is responsible for setting airworthiness standards policy in Europe, and may also become responsible for air operations and pilot licensing. However it is not responsible for, among other things, microlight aircraft: in the UK, the CAA remains responsible for regulating microlights. You do not need to contact EASA, or for that matter the CAA, to fly a microlight abroad.

Light aircraft operating on a Permit to Fly

This covers amateur home-built kits and factory-built aircraft, such as some Piper Cubs, operating on a Permit to Fly. These aircraft are administered by the Light Aircraft Association (LAA): in 1999, they wrote to each European country asking about their regulations for permit aircraft. The results have been updated since and are documented at <http://www.lightaircraftassociation.co.uk/engineering/TechnicalLeaflets/Operating%20An%20Aircraft/TL%202.08%20Travelling%20abroad%20in%20a%20Permit%20Aircraft.pdf>.

Disclaimer

The information in this document is provided for guidance only and no liability is accepted for errors or omissions. Pilots intending to visit a country should check the current regulations in force in that country.

My thanks to Rieteke van Luijt of the EMF, Werner Vlasselaer, Jim Pearce, Ernest Ribé, Paul Goudswaard, John Hudson, Andrew Stuart, Anthony Hartley and Steve Winter for updated information.

Happy flying

Albania

AIS info: <http://www.faa.gov/ats/aat/ifim/ifimalai.htm>

Austria

Permission: Required at a cost of 250 euros (2008).
CAA Address: via Oesterreichischer Aero-Club
Prinz Eugen Strasse 12
A-1040 Wien
Tel.: Tel.: +43 1 505 10 28
Fax: +43 1 505 79 23
email: office@oe.aeroclub.at
Web site: www.oe.aeroclub.at
Regulations: Minimum of € 4.000.000 third party insurance is required.
AIS: http://www.austrocontrol.at/ais/english/f_ais.html
Air charts: Jeppesen
Microlight association website: <http://www.ultralight.at>

Belarus

AIS: <http://www.ivcavia.com/>

Belgium

Permission:	Required - send copies of your insurance, certificate of registration and licence. Permission allows you to fly in Belgium for up to a maximum of 30 days over a year. All you have to do is tell them at the end of the year which days you used and where you flew.
Fee:	€ 80
CAA Address	Service de l'Exploitation Commerciale de la Navigation Aérienne Rue du Progrès 80 bte 5 - CCN 1030 Bruxelles Belgium The EMF suggest for permission for 30 days applying to: Dienst voor commerciële uitbating en navigatie CCN-4e verdieping 80 Vooruitgangstraat, bus 5 1040 Brussel Belgium tel. +32 2 206 32 11
Tel.	+32 2 206 32 20
Web site	www.mobilit.fgov.be/fr/index-fr.htm
Email:	ccn.aa.blv@vici.fgov.be
Response	1-2 weeks by mail
AIS	http://www.belgocontrol.be
Air charts	<ul style="list-style-type: none">• Jeppesen• National air chart
Airfield info	<ul style="list-style-type: none">• Jeppesen Bottlang airfield manual• ULM Federation web site
Microlight association web site	http://www.fed-ulm.be/
Comments	Weather info at http://www.meteo.be/english/ and www.belgocontrol.be The 30-days-permit is valid one year: you need to tell the authorities where and when you have been.

Bosnia and Herzegovina

Permission:	Not required.
CAA Address	The national aero club is: SAVEZ AEROKLUBOVA BOSNE I HERCEGOVINE Cemalusa br.1 71000 SARAJEVO Bosnia and Herzegovina sak@bosnia.ba
Website	http://www.bhdca.gov.ba/

Bulgaria

Permission:	Required.
CAA Address	Petar Mladenov Ministry of Transport and Communications Civil Aviation Authority Directorate General 9, Levski street 1000 Sofia Bulgaria
Website	http://www.caa.bg/
Telephone	+359 (2) 9371040
Fax	+359 (2) 9872722
E-mail	pmladenov@mtc.government.bg
Microflight association	Bulgaria Microflight Association "19 Fevruari" 47A 6100 Kazanlak Bulgarien Tel. +359 (4314) 7060 email: a_delta@kz.orbitel.bg

Canada

Permission:	Required. UK pilot's licence, permit to fly, noise certificate, medical and insurance are required for permission to fly a UK-registered microlight for up to six-months. Endsleigh Insurance provide worldwide dangerous sports cover. A Canadian air law exam pass and an instructor's signature required if you want to hire a Canadian-registered aircraft.
CAA Address	Transport Canada. For offices, see http://www.tc.gc.ca/air/offices.htm
Website	http://www.tc.gc.ca/air/menu.htm
Microflight association	Ultralight Pilots Association of Canada http://www.upac.ca/
Comments	Flight plans compulsory for flights of over 25 miles. See http://www.scanraid.com/microlight/index.asp for more detailed information. For shipping microlights to North America, contact Big Mistery via http://www.bigmistery.co.uk/

Croatia

Permission:	Not required.
CAA Address	The national aero club is: HRVATSKI ZRAKOPLOVNI SAVEZ Dalmatinska 12/2 10000 ZAGREB Croatia info@caf.hr
Website	http://www.caf.hr

Cyprus

Permission:	Required
CAA Address	Department of Civil Aviation 16 Grivas Dhigenis Avenue 1429 Nicosia
Website	http://windowoncyprus.com/directorate_of_civil_aviation_cy.htm
Tel.	00357 2 304935
Email:	acc@cytanet.com.cy
Response	Two weeks
Regulations	The aircraft must have two-way radio communication, VOR or ADF equipment and must carry emergency equipment (life jacket, raft etc). Radio and maritime survival equipment required if flying to Cyprus.
Comments	CAA fax 00357 2 766 547 A group of ex-pat British pilots fly Mainair aircraft from Paphos International Airport - contact Dave Armstrong, tel. 00357 665 3687 (see MF, Sept-Oct 1999, p. 41) The Greek Cypriot CAA is reportedly not particularly microlight friendly, especially if you fly near to some of the sensitive military sites on the island. For microlight flying in Northern Cyprus, contact either the Air Association of Northern Cyprus on email : kkthk@north-cyprus.net , Alfred Porter on skyporter@freeuk.com or the Tourist Office of Northern Cyprus on 02076 311 930 (MF, Nov-Dec 2002, p.6).

Czech Republic

Permission:	Not required.
CAA Address	Civil Aviation Authority Airport Ruzyne 160 08 Praha 6
Tel.	00420 2 367 923
E-mail	caa@caa.cz or podatelna@caa.cz
Website	www.caa.cz
Response	Six weeks
Regulations	Flights must be VFR must land/depart at a customs and Passport airport if arriving/departing from/to non-EU country or just a passport airfield for an EU arrival/departure. Third party insurance and radio is mandatory.
Microlight association website	http://www.laacr.cz
Comments	CAA fax 00420 2 2428 1062

Denmark, including Faeroe Islands

Permission:	Required
Fee:	Nil
CAA Address	Civil Aviation Administration Luftfartshuset Ellerbjergvej 50, PO Box 744 2450 København SV Denmark
Tel.	+ 45 33 92 33 55
Email:	dcaa@slv.dk
Response	2 days by email
Regulations	<ul style="list-style-type: none">• Sterling equivalent of Dkr. 60 million third-party insurance (about £5 million), valid for Danish airspace. Flemings, for example, can supply this but it's not cheap (£125 for one month's cover).• Max. altitude 3,500'
AIS address	Civil Aviation Administration AIS Ellerbjergvej 50, PO Box 744 2450 København SV Denmark
Tel.	+45 36 18 60 00
Email	ais@slv.dk
Web site	http://www.slv.dk
Air charts	<ul style="list-style-type: none">• National air chart• Jeppesen
Airfield info	Jeppesen Bottlang airfield manual.
Microlight association web site	http://www.dulfu.dk/
Comments	<ul style="list-style-type: none">• Must enter and leave Denmark via an airfield approved for international flights, e.g. Roskilde, Tønder.• Met info at http://opmet.dmi.dk or 45 39 15 72 72 (H24) for a consultation.

Estonia

Permission:	Not required.
CAA Address	Estonian Civil Aviation Administration Parnu Road 6 10148, Tallinn
Tel.	00372 631 3688
Email:	ecaa@trenet.ee
AIS:	http://aip.eans.ee/
Response	Two weeks
Microlight Association Email:	lennuklubi@lennuklubi.ee
Comments	CAA fax 00372 631 2681

Finland

Permission:	Required
Fee:	Nil
CAA Address	Civil Aviation Administration PO Box 50 01531 Vantaa
Tel.	+ 358 09 827 71
Web site	http://www.ilmailulaitos.com
Email:	Jorma.Kivinen@fltsafety.fcaa.fi or ari.vahtera@fltsafety.fcaa.fi
Response	2 days by email
Regulations	Transponder required in Helsinki TMA and Vantaa sector of Helsinki CTR Third party insurance of 1.5 million euros required. You must file a flight plan for each domestic VFR flight because large parts of Finland are remote and sparsely inhabited. Aircraft entering/leaving Finland over land borders must do so at designated crossing points.
AIS address	Civil Aviation Administration AIS PO Box 50 01531 Vantaa http://www.ilmailulaitos.com/ilmailulaitos
Tel.	+358 09 827 71
Email	ais@fcaa.fi
Air charts	National air charts, only available from AIS.
Airfield info	Jeppesen Bottlang airfield manual
Microlight association web site	http://www.ilmailuliitto.fi/ultrakevyyt/index.htm
Comments	<ul style="list-style-type: none">• A monthly landing fee season ticket covering all Finish state airports is good value at around £20.• All airfields except Helsinki/Vantaa accept microlights and air traffic is light.

France

Permission:	Not required.
Regulations	<p>Transponder required in class D airspace.</p> <p>Aircraft coming from, or going to the UK must arrive and depart at either customs airfields such as Calais and Le Touquet, or, with prior notice, certain other airfields such as Abbeville (24 hrs notice). You cannot legally fly from the UK direct to non-customs airfields, such as St. Omer, Arras or Berck, or fly from French non-customs airfields direct to the UK: GA pilots have been fined around £200 by the French police for doing this.</p>
AIS	<p>http://www.sia.aviation-civile.gouv.fr, including NOTAMs</p> <p>See AIP SUP 58/03 in www.sia.aviation-civile.gouv.fr/default_uk.htm for TRAs around nuclear power stations, six of which are on the north coast.</p>
Air charts	<ul style="list-style-type: none">• Jeppesen• IGN at http://www.ign.fr
Airfield info	<ul style="list-style-type: none">• Guide Delage, published annually and available via Transair covers all GA airfields• Les Terrains de l'Aviation Légère en France, M. Nicolas, published by Éditions Rétine coners all microlight sites• Jeppesen Bottlang airfield manual, available via Transair• Excellent airfield info at www.nav2000.com
Microlight association web site	<p>http://www.ffplum.com</p>
Comments	<ul style="list-style-type: none">• Includes Monaco• Weather info at www.meteo.fr/aeroweb, 3615 METAR on Minitel or 08 99 70 12 15 to speak to a forecaster (in English) (1.35 euro plus 0.34/min)• You are advised to carry photocopies of the documents listed on page 4 with you when flying in France, as the Gendarmerie carry out unannounced checks of light aircraft. They have even been reported as weighing aircraft that have just been refuelled, so watch your luggage weight. You may also be asked for copies of these documents at the Blois show.

Germany

Permission:	Not required.
CAA Address	Luftfahrt-Bundesamt Postfach 3054 D-38020 Braunschweig Germany
Tel.	+49 531 23 55 395
Web site	http://www.lba.de
Email:	info@lba.de
AIS	http://www.dfs.de/dfs/deutsch/index.html
Air charts	<ul style="list-style-type: none">• Jeppesen• National air chart.
Airfield info	<ul style="list-style-type: none">• Jeppesen Bottlang airfield manual• DULV web site database
Microlight association web site	http://www.dulv.de/
Comments	<p>Only certain airfields accept microlights – these are listed in the airfield database on the DULV web site.</p> <p>Weather at www.flugwetter.de (subscription), on wap.pcmnet.de for WAP mobile phones, 0190 0 77 22 0 (H24) for a consultation in English (2.05 euros and 0.12/min) or 0190 0 88 33 3 for recorded METAR/TAFs in English (0.77 euros and 0.12/min).</p> <p>Minimum of € 3.000.000 third party and 250,000 SDR passenger insurance is obligatory.</p> <p>Transponder must be used in the TMZ (Transponder Mandatory Zones). Under 5000 ft. code 0021 must be used, above 5000ft use code 0022.</p>

Greece

Permission:	Required
CAA Address	Hellenic Civil Aviation Authority (HCAA) Flight Standards Division PO Box 73751 166 04 Hellinikon, Athens www.hcaa.gr
Response	Four weeks
AIS	http://www.hcaa-eleng.gr/index_en.html
Microlight association web site	http://www.eexi.gr/spa/

Hungary

Permission:	Required
CAA Address	Civil Aviation Administration 1400 Budapest Pf 87
Website	http://www.hungarocontrol.hu/?lang=en
Email:	martinec@starkingnet.hu
Response	Five weeks
Microlight association website and email	http://www.aeroclub.hu ulszakag@aeroclub.hu
Comments	CAA fax 0036 1 2968808

Iceland

Permission:	Not required, but check
CAA web site	http://www.caa.is/
Email:	agusta@caa.is
Response	One week
Microlight Association website	http://that.is/slettan/
Regulations	Flying in class B, C and D airspace prohibited. Membership of an Icelandic flying club mandatory (but the Icelandic CAA can arrange this.)

Ireland, Republic of/Eire

Permission:	Required.
Fee:	80 euros
CAA Address	Jim Corbett Airworthiness Standards Department Irish Aviation Authority Aviation House, Hawkins Street Dublin 2, Ireland
Tel.	+353 1 671 8655
Web site	http://www.iaa.ie
Regulations	Microlight pilots must have: <ul style="list-style-type: none">• an ICAO or JAR FCL class two medical;• a Flight Radio Telephony Operator's licence;• a minimum of 50 hrs flight experience of which:<ul style="list-style-type: none">- at least 25 hrs must be dual training;- at least 10 hrs solo/PIC, of which at least 5 hrs must be solo/PIC cross country (AIC 11/04). <p>A flight plan is required for all flights entering any controlled airspace.</p>
Air charts	<ul style="list-style-type: none">• Jeppesen• National air chart
Airfield info	<ul style="list-style-type: none">• Fly in Ireland, published by AOPA Ireland• Jeppesen Bottlang airfield manual
Microlight association web site	http://www.nmai.ie
Comments	www.irishmicrolights.ie has a lot of useful information on microlight flying in Ireland. TAF/METAR weather information from 1570 20 21 22 (1.27 euro/min) or 1570 234 234 to talk to a forecaster (1.27 euros/min)

Israel

Permission:	Required
CAA Address	Ministry of Transport CAA Director, Flight Regulations and Standards PO Box 8 Ben-Gurion international Airport 70100 Israel
Website	http://portal.mot.gov.il/
Regulations	Ultralights must stay <u>below</u> 500 ft. on Saturdays and below 200 ft on all other days (source: Vol Moteur 9/2000).
Microlight association web site	http://www.utralight.co.il/Pages/indexE.htm , Director: Micha Levy, PO Box 2287 Rehovot, Israel

Italy

Permission:	Required
CAA Address	Ente Nazionale per l'Aviazione Civile Struttura DGAC, Ufficio 34 P.le degli Archivi, n.41 00144 Roma
Tel.	0039 06 548 4340
Website	www.enac-italia.it
AIS	http://www.enac-italia.it
Regulations	Microlights must stay below 150m during the week and below 300m at weekends. Microlights are not allowed to use radio although "Little effort seems to be expended in enforcing [these rules] (MF, Sept-Oct 1992, p.24) For further regulations see http://www.ulm.it (English version available).
Air charts	Jeppesen
Microlight association web site	http://www.ulm.it/default_en.htm
Comments	CAA fax 0039 06 548 4349 Few GA airfields seem to accept microlights and some have reportedly been quite hostile. In particular, Albenga on the coastal route from the south of France does not accept microlights. See www.utraleggeri.net for airfield information.

Latvia

Permission:	Not required.
CAA Address	Civil Aviation Administration Airport Riga, LV-1053
Website	http://www.lgs.lv/lat/
Tel.	00371 720 7417
Response	Seven weeks
National aero club address and email:	LATVIJAS AEROKLUBAS Lienes Iela 1-17 LV-1009 RIGA Latvia carl@lines.lv
Comments	CAA fax 00371 720 7122

Liechtenstein

Permission:	Not allowed (see Switzerland)
National Aero Club website	http://www.mfgl.li/

Lithuania

Permission:	Not required.
CAA Address	Directorate of Civil Aviation Rodunios Kellas 2 LT-2-23 Vilnius
Tel.	00370 2739102
Response	Four weeks
AIS	http://www.ans.lt/en/
National aero club website	http://www.aeroclub.lt
Comments	CAA fax 00370 2739161

Luxembourg

Permission:	Required.
CAA Address	Ministere Des Transports Direction de l'Aviation Civile Bureau de la Navigabilite, Boite postale 590, L-2938 Luxembourg
Tel.	00352 478-4923
Email:	jean.porcher@tr.smtp.etat.lu
AIS	See Belgium
Response	2 weeks
Regulations	Microlights are not allowed in class D airspace.
Air charts	<ul style="list-style-type: none">• Covered by the French North-East 1:500,000 air chart• Jeppesen
Airfield info	Kitzebur Farm near Larochette, run by the Aeroplume club, is the only authorised microlight airfield in Luxembourg.
Microlight association email	hoffmang@pt.lu Aeroplume - contact Donald Walker at patowalker@compuserve.com
Comments	Noertrange is not microlight friendly.

Lybia

Permission:	Required.
Comments	A group of Ban Bi's from a number of European countries did an organised trip around Lybia in 2006, although none were microlights. There was an article on this trip in the PFA Flying magazine in late 2006.

Macedonia

Permission:	Not required.
National Aero Club:	BOZAYXOMAOBEH COJYZ HA MAKCAOHUYA Miroslav Krleza" n 1 1000 SKOPJE +389 2 12 90 90 sasa@eltostm.com.mk
AIS info	http://www.faa.gov/ats/aat/ifim/ifimmkai.htm

Malta

Permission:	Not required.
CAA Address	Civil Aviation Department Luqa Airport, Malta
Tel.	00356 249 170
AIS	http://www.maltats.com/
Response	Two weeks
Comments	CAA fax 00356 239 278 Microlights operate from Luqa. Contact the Island Flying Club at www.islandmicrolightclub.com for air experience flights or training, email: mark-anthony.said@gov.mt .

Mexico

Permission:	Required
CAA:	http://dgac.sct.gob.mx/
Comments	See http://www.bajabushpilots.com See http://www.scanraid.com/microlight/index.asp for more detailed information.

Moldova

CAA: <http://www.moldatsa.md/ais/>

Monaco

Permission: No - see France

Morocco

Permission:	Required.
CAA Address	Monsieur Le Directeur de L'Aeronautique Civile Ministere de L'Equipeement et du Transport Avenue Maa Alaynine Agdal Rabat - B.P. 1073 R.P Maroc Tel. (212 37) 77 30 20 or (212 37) 67 93 67 Fax. (212 37) 77 30 74 or (212 37) 77 71 73
AIS address	SIA BP 20029 HAY ESSALAM AEROPORT CASA-ANFA CASABLANCA 20200 MAROC
Tel.	90-27-02/90-54-22
Email	sia_onda@hotmail.com
AIS website	http://www.onda.ma/onda/indexflash.htm
Air charts	Moroccan VFR flights are all done with reference to two VFR charts covering the whole country. These show waypoints across the country; all flights must route via these waypoints and the occasional NDBs. These charts are only for sale in Rabat but are very difficult to obtain. There is a very useful web site, http://www.flightsystem.net/ that covers a lot of information about flying in Morocco and includes the co-ordinates of these waypoints. There is a VFR chart on the wall in the flight planning office at Tangiers that is useful to check manually plotted waypoints.
Comments	Send a copy of your PPL, passport and route with dates and airports, as well as your aircraft documents to the above CAA address. There is no fee but allow up to three months to get permission and chase them regularly. Never fly over any of the Royal Palaces, anywhere the King or over a military installation. SIA requires payment in Moroccan Dirhams or chèque libellé – not easily obtainable. Do not send cash by post - it may disappear. Microlight tours are advertised by Roberto Glotzman, Aerosidonia, Medina Sidona, tel. 654 508 439, rgoltamanb@nexo.es in Spain, and by Grand Sud Evasion at www.grandsudevasion.com in France. For microlight flights from Spain, special permission has been obtained to land in Almeria both ways to clear customs. The usual procedure is to fly from Medina Sidonia, arranging for customs to be checked there. This may involve a charge for customs to travel from Jerez. Spanish customs are hot on aircraft coming from Morocco because of drug- and people-smuggling so don't skip customs clearance. Anthony Hartley flew his CT to Morocco in 2007. Contact him on 07966 172 641, email: anthony@the-hartleys.com for more advice.

Netherlands

Permission:	Not required.
CAA Address	Piet de Geus Beheerder register van Nederlandse luchtvaartuigen Head Aircraft Registry Civil Aviation Authority Netherlands P.O. Box 575 1430 AN Hoofddorp - The Netherlands
Tel.	Tel + (0) 23 566 3147 Fax + (0) 23 566 3006
Email:	Email piet.dgeus@ivw.nl
AIS	http://www.minvenw.nl/cend/dco/home/data/international/gb/luchvaart
Regulations	Transponder mode A or C is mandatory above 1200 ft, even in G class airspace. Microlights are not allowed in the Schiphol TMA.
Air charts	<ul style="list-style-type: none">• Jeppesen• National air chart
Airfield info	Jeppesen Bottlang airfield manual
Microlight association web site	http://www.microlight.nl
Comments	There are only a few airfields licensed for microlights: <ul style="list-style-type: none">- Lelystad (http://www.lelystad-airport.nl/),- Budel (http://www.kempenairport.nl/),- Onstwedde (Stadskanal) in North-East Netherlands,- Texel (EHTX) (on the northern islands);- Ameland (EHAL) (on the northern islands);- Hoogeveen (EHHO) (Friesland),- Teuge (EHTE) (east of Lelystad),- Midden Zeeland (EHMZ) (south west of Rotterdam); and- Seppe (EHSE) (about 30 miles east of Midden Zeeland). Call them by phone for permission before you arrive. There is no longer a microlight airfield at Maasvlakte, near Rotterdam. Weather at www.aviationweather.nl or 0900 202 33 41 (0.50 euro/min) See also http://www.ulv.nl/

Norway

Permission:	Not required in 2002 but check
CAA Address	Civil Aviation Authority PO Box 8050 Dep. NO-0031 OSLO Norway
Tel.	+47 23 31 78 00
Web site	http://www.luftfartsverket.no/indexie.html
Response	2 days by email
Regulations	Transponder required in class A, C and D airspace except for Alta, Banak and Kirkenes CTR and TMA
AIS address	Norwegian Air Traffic and Airport Management Air Traffic Management Dept. Postboks 8124 Dep. 0032 Oslo Norway http://www.luftfartstilsynet.no/
Tel.	+47 22 94 20 00
Email	post@lv.no
Air charts	National air chart
Airfield info	Jeppesen Bottlang airfield manual
Microlight association web site	http://www.nak.no/mikro/index.html
Comments	<ul style="list-style-type: none">• Weather info at http://www.dnmi.no/english/index.html and www.met.no• Flight planning info at http://ippc.nais.luftfartsverket.no

Poland

Permission:	Not required
CAA Address	Civil Aviation Department Ul. T. Chalubinskiego 4, 00-928 Warszawa
Tel.	0048 22 624 4195
AIS	http://ais.pata.pl/
Air charts	Jeppesen
National aero club website	http://www.aeroklubpolski.pl
Comments	CAA fax 0048 22 6296378

Portugal

Permission:	Required
Fee:	Nil
CAA Address	Direcção Geral Da Aviação Civil Rua B, Edifícios 4, 5 e 6 Aeroporto de Lisboa 1700 LISBOA CODEX Portugal
Tel.	+351 1 842 35 00
Email:	inacgeral@mail.telepac.pt
Response	One month
Regulations	Transponder required for flight in controlled airspace.
AIS address	ANA-EP Aportado 8131 1802 LISBOA CODEX Portugal http://www.nav.pt/ais/
Air charts	Jeppesen. No nationally published charts available at Nov 2002.
Airfield info	<ul style="list-style-type: none">• Jeppesen Bottlang airfield manual• Pooleys Flight Guide Europe - Spain, Portugal & Gibraltar
Microlight association website	http://www.apau.org
Comments	Include a list of airfields to be used with application.

Romania

Permission:	Required
CAA Address	Romanian Civil Aeronautic Authority Soseaua Bucuresti-Ploiesti Km. 16.5 Sector 1, Cod 71950 Bucuresti Attn. Gabriel Tubac
Tel.	+40 (1) 2032700
Fax.	+40 (1) 2032783
email:	gabit@mail.com
AIS	http://notam.caa.ro/
National aero club website	http://www.airclub.rdsnet.ro

Russia

Permission:	Required.
AIS	http://www.caica.ru/
Comments	The few GA flights made into Russia to date have either been done as an organised tour or have needed to file IFR flightplans, which involve airways flying. A Russian navigator is needed to fly in remote areas.

San Marino

Permission:	Not required.
National Aero Club email	terenzigf@omniway.sm

Serbia and Montenegro

Permission:	Not required.
CAA info	http://www.faa.gov/ats/aat/ifim/ifimyuai.htm
National Aero Club email	http://www.vsj.org.yu

Slovakia

Permission:	Not required.
AIS	http://www.lps.sk/en/fis.html
National Aero Club email	http://www.sna.sk

Slovenia

Permission:	Slovenia does not require permission for a foreign microlight to fly in the country, however you do need their permission to fly in the controlled airspace of their three international airports, and you must enter and leave through one of these international airports. Your application must also include permission from any of the three international airports you wish to use.
AIS	http://www.caa-rs.si/eng/vsebina.php?IDM=84
National Aero Club email	http://www.lzs-zveza.si

Spain

Permission:	Required
Fee:	Nil
CAA Address	Dirección General De Aviación Civil Subdirección General de Control del Transporte Aéreo Pº de la Castellana, 67 28071 Madrid Spain
Tel.	+34 91 597 87 02
Response	Up to two or three months by mail. Replies are in Spanish.
Regulations	<ul style="list-style-type: none">• Max. altitude 300m AGL• Not allowed in any controlled or restricted airspace.• A flight plan is required for each domestic VFR flight because large parts of Spain are inhospitable. However Spanish authorities do not accept flight plans for microlights. This is a problem when crossing Spanish borders - local Spanish pilots flying to France, if asked, pretend that they have landed first in some obscure strip and then have made an internal flight.
AIS address	http://www.aena.es
Tel.	+34 91 321 33 50
Email	publicacionais@aena.es
Web site	http://ais.aena.es
Air charts	National air charts (good and cheap) or Jeppesen
Airfield info	<ul style="list-style-type: none">• See http://www.aepul.org/ for an excellent list of microlight sites.• The VFR Manual from AIS and Pooleys Flight Guide Europe - Spain, Portugal & Gibraltar cover larger GA airfields but almost none of these accept microlights.• See http://sigpac.mapa.es/cibeles/visor/ for a map of airfields and http://sitna.cfnavarra.es/navegar/ for airfields in Navarre.
Microlight association web site	http://www.aepul.org/
Comments	<ul style="list-style-type: none">• CAA replies are in Spanish. AIS email replies are in English.• Microlight and GA flying appear to take place largely at separate airfields in Spain.• Sabadell near Barcelona does not accept microlights.• Javier Susaeta, a microlighter at Villanueva del Pardillo, Madrid, has volunteered to provide up-to-date information and a list of all fields in Spain. His email address is j.susaeta@bitmailer.net.• General Microlight frequency: 123.50

Sweden

Permission:	Required
Fee:	Nil
CAA Address	Luftfartsverket 60179 Norrköping Sweden
Tel.	+46 11 19 20 00
Web site	http://www.lfv.se/eng/index.asp
Email:	nils.vonkoch@lfv.se
Response	1 - 2 days by email
Regulations	Transponder required in all CTA and CTZ unless exempted by ATC by telephone/letter. Malmö, Halmstad, Luleå, Umeå and Skellefteå will all grant exemptions but Sundsvall will not.
AIS address	Luftfartsverket Flygtrafikjänsten 60179 Norrköping
Tel.	+46 11 19 20 00
Air charts	National air charts
Airfield info	Jeppesen Bottlang airfield manual
Microlight association web site	http://www.ksak.se/M-KSAK/UL/
Comments	<ul style="list-style-type: none">• Flight planning centre at http://www.lfv.se/site/pilot_info/briefing/eng/swift.asp• Weather at www.lfv.se• No landing fees at some state airfields• Must enter and leave Sweden via an airfield with customs facilities unless exempted by Swedish customs.

Switzerland

Permission:	<p>Not required.</p> <p>Three-axis microlights are allowed but must conform to BCAR section S and have a wing loading of not less than 20 kg/m². The following aircraft meet this criteria:</p> <p>Chevron; 2-32, 2-32A</p> <ul style="list-style-type: none">- Cyclone; AX2000, AX3/503- Flight Design; CT2K- Ikarus; C42 FB-40, FB-100- Shadow; Series B, ADD 1, B-D, C, C-D, D, DD- Skyranger with Kiev 3 bladed prop- Snowbird, MK-IV- Spectrum- TeamEurostar; UK- Thruster; T600N, T600T, TST MK1, TST T300 <p>See http://www.ecolight.ch/Images/AIC.pdf and http://www.ecolight.ch/NewFiles/CCEA2.html, which gives a pictorial representation of permitted heights for Microlight flights.</p> <p>Foreign flexwing microlights and autogyros are currently not allowed in Switzerland.</p>
CAA Address:	<p>Federal Office for Civil Aviation Maulbeerstrasse 9 CH-3003, Bern</p>
Email:	<p>alex.husy@bazl.admin.ch</p>
AIS	<p>http://www.aviation.admin.ch</p>
Air charts:	<p>Jeppesen</p>
Microlight association website	<p>http://www.ecolight.ch</p> <p>See also http://www.aeroclub.ch</p>
Comments	<ul style="list-style-type: none">• Includes Liechtenstein.• Flights into Switzerland must have a flight plan, and must arrive at a Customs airfield.• Foreign licence holders may fly in Airspace G and E and land in airfields in Airspace D (subject to PPR approval). Transponders code 7000 A/C are mandatory in Airspace E above 7000ft AMSL. There is no requirement for transponders in Airspace G (up to 2000ft AGL).

Tunisia

AIS	<p>http://www.oaca.nat.tn/english/index_pro_services_eng.htm</p>
Comments	<p>Microlight tours in Tunisia are run by Grand Sud Evasion at www.grandsudevasion.com.</p>

Turkey

Permission:	Required.
CAA Address	Directorate General of Civil Aviation Ulastirma Bakanligi (SHGM) 90. Sokak NO.5 (06338), Emek Ankara
AIS	http://www.dhmi.gov.tr/
National aero club website	http://www.thk.org.tr

Ukraine

AIS	http://www.aisukraine.net/titul_en.php
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USA

Permission:	Required. A visa is required to fly your microlight in the US. If your microlight does not have a transponder, a transponder waiver is required to fly into the US across a border.
CAA Address	Federal Aviation Administration. See website for addresses.
Web site	http://www.faa.gov/
Microlight association	http://www.usua.org/
Comments	Passengers may not be carried. See http://www.scanraid.com/microlight/index.asp for more detailed information. For shipping microlights to North America, contact Big Mistery via http://www.bigmistery.co.uk/

United Kingdom

Permission:	Required.
Fee:	Nil for kit-built aircraft; £51 otherwise.
CAA Address	Civil Aviation Authority Aviation House Gatwick Airport South West Sussex RH6 0YR United Kingdom
Tel.	Overflight requests: (fax) +44 (0)1293 573 860 For enquiries, call +44 1293 768 609.
Web site	http://www.caa.co.uk
Response	1 day by fax
AIS address	NATS, AIS Central Office First Floor, Control Tower Building Heathrow Airport, Hounslow, Middlesex TW6 1JJ http://www.ais.org.uk .
Tel.	Tel. +44 (0)20 8745 3456.
Air charts	National charts at http://www.caa.co.uk/dap/dapcharts or Jeppesen.
Airfield info	The two following guides cover most UK airfields and airstrips, and there are other guides: <ul style="list-style-type: none">• Pooleys Flight Guide, http://www.pooleys.com• Lockyears Farm 'Strips' and Private Airfields;• AFE UK VFR Flight Guide, http://www.afeonline.com The BMAA's web site below has details of some microlight strips, although many are not listed in any guide.
Microlight association web site	http://www.bmaa.org

Comments

UK overflight permission:

If your aircraft was built from a kit then you need to follow the instructions in Airworthiness notice 52 in the CAP 455 document which is on the Civil Aviation Authority website at <http://www.caa.co.uk/docs/33/CAP455.PDF>

If your aircraft was built by a manufacturer then you should send:

- the Certificate of registration;
- the certificate of airworthiness and period of validity document, or equivalent documents; and
- your insurance document conforming to EC regulation 785/2004

to the CAA at aanda@caa.co.uk for permission to fly in the UK. They will charge you 51 UK pounds.

Microlight pilots wishing to fly in the UK are welcome to e-mail me at bury_rd@btinternet.com if they have specific questions.

Includes Northern Ireland, the Channel Islands and the Isle of Man.

The UK NPPL is not recognised in the Channel Islands.

Most UK airfields now accept microlights but you should always call to check if you are unsure. Airfields that still do not accept microlights include: Biggin Hill; Birmingham; Bristol (Filton); Cambridge; Clacton; Crowfield; Deanland, Derby; Earls Colne, Elstree; Fowlmere; Glasgow; London (Heathrow and Gatwick); Manston; Nayland; Old Buckenham; Redhill (weightshift not accepted); Shoreham; Sturgate; Tattenhill (weightshift not accepted); Thruxton and Turweston.

Weather information is at <http://www.metoffice.com/index.html>

See the front of this booklet for a summary of the regulations on flights from Gt. Britain to and from Ireland, the Isle of Man and the Channel Islands.

Links to CAA and AIS websites for other countries worldwide

Africa	http://www.eurocontrol.int/ais/links/world.htm
Asia and Pacific	http://www.eurocontrol.int/ais/links/ap.htm
Europe	http://www.eurocontrol.int/ais/links/europe.htm
Middle east	http://www.eurocontrol.int/ais/links/me.htm
North America	http://www.eurocontrol.int/ais/links/na.htm
South America	http://www.eurocontrol.int/ais/links/sa.htm
