FLYING IN EUROPE?
Yes it’s possible, It’s Phenomenal!
Who am I, Who are we?

• Olivier Demacon:
  • CFII – ATP FAA - Based in Cannes LFMD – South of France Mustang & E55P Types
  • Co-Owner of Glass Cockpit Aviation, an FAA Flight School: [www.glasscockpit.eu](http://www.glasscockpit.eu)

• Philippe Lacrosse:
  • Commercial FAA licence holder with Falcon, CJ, Mustang and E55P type
  • Othopedic Surgeon – Clinics Owner.
  • Co-Owner of Glass Cockpit Aviation
  • Proud owner of N344PL – Phenom 300 – Serial # 131
FLYING IN EUROPE?

- Can you fly with your US Licence and your US Airplane?
  - **YES!**
- What about the EASA regulations after 2014?
- If you are not a E.U resident, you are not concerned!
REQUIRED DOCUMENTS:

FOR THE PILOT:

• PILOTE LICENCE.
• MEDICAL CERTIFICATE.
• PASSPORT.

FOR THE PASSENGERS:

• PASSPORT
• ....and do verify the visa requirements... which remain the reponsability of the PIC
• Heard about GENDEC?
  • It’s stands for « general declaration»
REQUIRED DOCUMENTS: GENDEC

GENERAL AVIATION REPORT

AIRCRAFT DETAILS (BLOCK CAPITALS PLEASE) Data Protection Act 1994 - Information supplied on this form may be held on computer

<table>
<thead>
<tr>
<th>Registration</th>
<th>Type.</th>
<th>Based at.</th>
<th>Crew phone contact in UK.</th>
</tr>
</thead>
</table>

FLIGHT DETAILS

<table>
<thead>
<tr>
<th>Arrival</th>
<th>Departure</th>
</tr>
</thead>
<tbody>
<tr>
<td>From:</td>
<td>To:</td>
</tr>
<tr>
<td>From:</td>
<td>Via:</td>
</tr>
<tr>
<td>Date:</td>
<td>Time:</td>
</tr>
<tr>
<td>Date:</td>
<td>Time:</td>
</tr>
</tbody>
</table>

Reason for visit to EU (including UK): * Debrief as necessary (see note below)

* Short Term Visit / Repair / Permanent Import

Has UK VAT been paid on the aircraft?

Is the aircraft in free circulation in the EU?

CREW DETAILS

<table>
<thead>
<tr>
<th>Full Name</th>
<th>Occupation</th>
<th>Date of Birth</th>
<th>Place</th>
<th>Nationality</th>
<th>Passport Number</th>
<th>Home Address/Address visiting in UK</th>
<th>In</th>
<th>Out</th>
</tr>
</thead>
</table>

PASSENGER DETAILS

<table>
<thead>
<tr>
<th>Full Name</th>
<th>Occupation</th>
<th>Date of Birth</th>
<th>Place</th>
<th>Nationality</th>
<th>Passport Number</th>
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</tr>
</thead>
</table>

This information is to the best of my knowledge, a true and accurate statement

Signature of Pilot:

Signature of Handling Agent:

Schedule 7 Terrorism Act 2000. Owners/agents of aircraft employed to carry passengers for reward on a journey between Great Britain & Northern Ireland and/or Eire, Isle of Man or Channel Isles (Common Travel Area) shall not arrange for it to call at or leave a port in Great Britain or Northern Ireland unless it is a designated port or he gives at least 12 hours notice in writing to the Police constable at the police station in which the port is situated. (or where the port is in Northern Ireland, to the Royal Ulster Constabulary.)
REQUIRED DOCUMENTS:
FOR THE AIRCRAFT:

• A.R.R.O.W CHECK LIST
• Airworthiness certificate.
• Registration
• Radio licences
  • For the Aircraft
  • For the Pilot.
• Owner’s Manual (P.O.H) and supplements
• Weight and Balance.
• And:
  • MNPS/RVSM/RNP-10
  • RVSM LOA’s
  • INTERNATIONAL OPERATIONS
  • F.M IMMUNITY CERTIFICATE
  • NOISE CERTIFICATE
  • INSURANCE CERTIFICATE
  • AIRCRAFT LOGBOOK (If available)
REQUIRED DOCUMENTS:
DIFFERENCES…

• FLIGHT LEVELS:
  • Transition altitude: ON the way up... Usually 5000 Feet.
  • Transition level: On the way down... Usually FL 60.
  • That’s when you switch to and from 29,92 / 1013mb
    • Thank you Garmin:
    • Change your Pressure altitude warning level...
FLYING DIFFERENCES...

- **FLIGHT LEVELS:** Transition altitude: ON the way up... Usually 5000 Feet.
DIFFERENCES...

• RADIO FREQUENCIES: 8,33 Mhz Capability:
  • Thank you Garmin
    • Integrated Garmin 1000 feature.
DIFFERENCES...

• ALTIMETER SETTING:
  • FROM INCHES OF MERCURY TO MILIBARS:
  • Thank you GARMIN
    • Integrared Garmin 1000 feature.
FLYING DIFFERENCES...

- CFDA – NO MORE MDA, IT’S, ALL DA....
NEW THINGS:

VPT VISUAL MANOEUVERING WITH PRESCRIBED TRACK
COMMUNICATIONS...

- RARE Full route clearances....
- A SID usually....
- Rarelly the same between what you file, what you get and what you fly.....
- Lot’s of Vectors....
- Negociate direct....
- Ask to Phonetically pronounce...
- Beware of local language airport only....
- Take a local pilot with you....
FLIGHT PLANNING

eUROFPL: [http://www.eurofpl.eu](http://www.eurofpl.eu)
- 99€ a year – Unlimited use.
- Full Weather brieffing
- GENDEC automation.
- Navigation logs
- Email & SMS
- Notams
FLIGHT PLANNING

• P.P.R : Prior Permission Required - online request
• SLOTS: CTOT 5 minutes before / 5 minutes after
• Beware of airports closing times..
• Beware of having to request a STAP activation...
• FSS do exist (BRIA)
• Many ATIS are available by telephone.
COST?

USER FEES ARE IN PLACE....
To use the system: approximately 1€ a minute...
To use instrument approaches: 15/30€
To have runways lights at night: 20-75€
Airports landings taxes: 4 to 100€
Beware of mandatory handling... recommended list in progress
But it’s all worth it!
GETTING THERE IS EASIER THAN YOU THINK ...
(...and coming back too.....)
THANK YOU!

QUESTIONS?