



**EUROPEAN CIVIL AVIATION CONFERENCE**  
**CONFÉRENCE EUROPÉENNE DE L'AVIATION CIVILE**

**RECOMMENDATION ECAC/35-1 ON THE MUTUAL ACCEPTANCE BY ECAC MEMBER STATES OF AIRWORTHINESS CERTIFICATES OR "PERMITS TO FLY" OF CERTAIN HISTORICAL AIRCRAFT**

*Adopted by ECAC thirty-fifth Plenary Session (Special), Paris, 18 May 2016*

**The Conference**

**Having considered** Article 6 of the Constitution of the European Civil Aviation Conference which establishes that the Conference shall hold Special Plenary Sessions as necessary in the intervals between Triennial Sessions to adopt formal recommendations or resolutions prepared by subordinate bodies,

**Having examined** the request of the European Federation of Light and Experimental and Vintage Aircraft (EFLEVA) to the Conference to adopt a Recommendation on the mutual acceptance by ECAC Member States of airworthiness certificate and permits to fly of certain historical aircraft,

**Considering** that such a Recommendation would contribute to sustaining the historical knowledge of these aircraft,

**Underlining** that such a Recommendation would be in line with the European strategy to reduce the regulatory burden on General Aviation,

**Having examined** the proposal of the ECAC Secretariat as reviewed and endorsed by the Legal Task Force of ECAC,

**Recommends that**

*Member States allow to fly in their country without any restrictions, other than those stated in the certificate of airworthiness or "permit to fly" issued by another Member State, historical aircraft originally factory-manufactured and previously holding an ICAO compliant Certificate of Airworthiness and subsequently operated under national rules through a National Restricted Permit to Fly or National Restricted Certificate of Airworthiness, and falling under EU Regulation (EC) No 216/2008, Annex II, Article a(i). The present Recommendation applies only to aircraft of maximum take-off weight of less than 5 700 Kg and operated in non-commercial flights. ECAC Member States retain the right to establish the maximum duration of operations of these aircraft in their own territory.*

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