

21. In case of ramp check, have Pilots Licence, Medical, Passport, Aircraft Permit, POH, Insurance, W&B, etc., on board.

Return Flight Preparation

22. Day/weekend returns, it is earlier to file Flightplans, Foreign Immigration and UK GAR before departing UK. For a longer 'sojourn', file return Flightplan, Foreign Immigration and UK GAR the morning of return flight.
23. U.K. Boarder force must be advised of your return at least 4 hours prior to landing in U.K. Complete and submit the UK GAR form, www.gov.uk/submit-gar. Or, much easier, use SkyDemon.
24. In SkyDemon, Plan a return route or just reverse your outbound route. Check NOTAMs, set departure date, time and fuel quantity. In the Flight Details window, the blue Flightplan and blue GAR warning tabs appear. Click-on the Flightplan tab, check return flight details. If correct, submit.
25. Next, click-on the blue GAR tab, redirects to Online GAR. The flight details sections are filled by SkyDemon. You add the Crew and passengers' passport details. When complete submit the GAR. Select send copy to email, to store on your mobile phone.

Return Flight

26. Don life jacket and PLB. Request the airfield Tower or initial ATSU to activate your Flightplan. T.O. 'minutes past the hour'.
27. Mid-Channel change to London Information. Work them until your home airfield or you transfer to a LARS.
28. When returning to the UK, airfields with ATC will close your Flightplan on landing. Airfields without ATC, there is no need to close your Flightplan. However, you should have advised a 'responsible person' of your expected arrival time. So if you do not arrive, they will raise the alarm.
29. Fuel duty 'draw back' can be claimed for land away international flights. Complete form HO60 on HMRC website.

Have fun, hope to see you over there.

Kent Strut



Member Club of the Light Aircraft Association

*Representing Sport & Recreational
Aviation in the South East*

*Foreign Flight
top-tips*



A to E of successful foreign flying

- A** Flight Plan must be filed out of the UK
- B** efore you leave, email destination to reserve Immigration
- C** omplete a Flight Plan back to the UK
- D** o UK GAR 4 hours prior to return, also any Europe leaving form
- E** njoy your foreign flight

Prior to Departure

1. If planning to use SkyDemon for Flight Plan and GAR filing. Set-up SkyDemon in advance with your Aircraft details (Aircraft Properties, General Tab, ICAO Data) and you the Pilot (Preferences, Flightplans) and UK GAR Immigration details for you and any passengers (select your return route, then Flight Details, click-on GAR blue warning tab, redirects to Online GAR, complete all sections). Completing these details takes two hours but makes filing much easier.
2. For day trips, like Calais, file outbound and return Flight Plans, Calais Immigration forms and the return UK GAR form, the day/evening before departure. Times will be Zulu. Keep a watch or mobile phone timezone set to Zulu (GMT).
3. File a Flight Plan whenever crossing a country's border, i.e T.O. UK, land France. Or, T.O France, land Germany.
4. Only file one Flight Plan when transiting a country into another Country, i.e. T.O. UK, overfly France, land Germany.
5. Must clear Immigration on first landing in Europe. If touring Europe you only need to do this once. Check if Immigration at the airfield need prior notice. Calais Immigration needs two hours notice, prior to landing.
6. In SkyDemon, Plan your route, (see 15 Airway Locators), check NOTAMs, set departure date, time and fuel quantity. In Flight Details window, click-on the blue Flightplan tab, the Flightplan window opens. If details are correct, click submit.
7. Email/submit Immigration details to destination Airport Immigration. Some forms are submitted online, some must be downloaded, filled in and emailed. If the later, take a photo of completed forms with your mobile phone. Then email from your mobile phone so you have a record with you. Calais' forms are at www.aeroport.capcalais.fr/pilot

You will need to complete forms for outbound and return, then email to ccoc-calais@douane.finances.gouv.fr and aeroport@grandcalais.fr

Outbound Flight

8. Put on life jacket and clip PLB to the belt.
9. Activate Flight Plan at Airfield or London Information 124.600
10. When opening or closing Flight Plan state only minutes i.e. 'Take-Off 33 minutes past the hour' (saves getting mixed up with Zulu / local time).
11. Go to Lille information mid-Channel, 120.275
12. On first call, only state Station and your Call Sign, i.e. "Lille Information, Golf, Alpha, Bravo, Charlie, Delta". Wait for reply.
13. Request a 'Flight Information Service', equivalent to UK 'Basic Service'.
14. Use airfield codes i.e.for Calais, 'Lima, Foxtrot, Alpha Charlie. Saves trying to pronounce foreign airfield names.
15. Use Airway Locators (five letter codes) for waypoints in SkyDemon and location fixes for ATC. Saves trying to pronounce foreign VFR / town names. i.e. Golf, Charlie, Delta, 3 miles NW of Delta, India, Papa, Echo, Romeo, FL045 1013.
16. Use VFR semi-circular rule for altitudes. East, odd + 500, 3500, 5500. West, even + 500, 4500, 6500.
17. QFE not used aboard, note airport elevation to work out circuit height on QNH.

After Arrival

18. Close your Flightplan on arrival. At Calais, if Tower is operating, request they close your Flightplan. If not operating or unable to comply, you MUST close your Flightplan by calling the FIS. For Calais, this is Bordeaux, +33 5 57 92 60 84, English is spoken. Put the telephone number into your mobile phone.
19. Refuel on arrival, as some airports close for long lunches. A Total Fuel Card can enable self service fueling.
20. When leaving airside at larger airports, remember Pilots Licence, Passport and Hi-Viz jacket to be allowed back airside and to avoid expensive 'handling' charges.