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**FRANCE
and
BELGIUM**

**Exchange of notes constituting an agreement concerning
international flights of gliders. Brussels, 29 August 1969**

Authentic text: French.

Registered by the International Civil Aviation Organization on 17 September 1971.

**FRANCE
et
BELGIQUE**

**Échange de notes constituant un accord relatif aux vols
internationaux de planeurs. Bruxelles, 29 août 1969**

Texte authentique: français.

Enregistré par l'Organisation de l'aviation civile internationale le 17 septembre 1971.

[TRANSLATION — TRADUCTION]

EXCHANGE OF NOTES CONSTITUTING AN AGREEMENT¹
BETWEEN FRANCE AND BELGIUM CONCERNING
INTERNATIONAL FLIGHTS OF GLIDERS

I

EMBASSY OF FRANCE
IN BELGIUM

The Embassy of France presents its compliments to the Minister for Foreign Affairs and has the honour to inform him of the following:

With a view to regulating the provisions applicable to international flights of gliders, the French and Belgian authorities have agreed to submit for the approval of their respective Governments the text of an agreement which reads as follows:

AGREEMENT CONCERNING INTERNATIONAL FLIGHTS OF GLIDERS
BETWEEN FRANCE AND BELGIUM

1. In order to make possible long-distance flights for sport or scientific purposes, such as competitive or meteorological research flights, involving the crossing of the Franco-Belgian frontier, a simplified procedure, as defined by the twenty-point list attached to this Agreement, is approved by the French and Belgian authorities.

2. The main feature of this procedure is a permit, the model of which shall be approved by the administrations of the two States (point 3 of the list).

This permit, correctly filled out (points 6 and 7 of the list) and used on the date of issue (point 3 of the list), shall entitle Belgian gliders in France:

- A. To land and take off outside a customs airfield, unless the glider is towed across the frontier by an aircraft, in which case the landing and take-off must be made at a customs airfield (points 4 and 5 of the list);
- B. To enter France without a customs certificate (pass or *triptyque*). Likewise, motor vehicles and their trailers intended for use in returning the glider by road shall be exempt from the customs certificate requirement (point 9 of the list).

3. On the other hand, a glider pilot who holds a valid permit must comply, in France, with the following regulations:

- A. He shall not carry on board any goods subject in France to customs duties or other charges or to entry prohibitions or restrictions (point 6 of the list);

¹ Came into force on 29 August 1969, in accordance with the provisions of the said notes.

B. He shall carry the following documents:

- (a) A valid glider pilot's licence;
- (b) A passport or national identity card;
- (c) A valid traffic permit for the glider (certificate of registration and certificate of airworthiness);
- (d) A log book;
- (e) A certificate of insurance against civil liability for damage to third parties on the ground;
- (f) Aeronautical maps of areas overflown, showing controlled airspace, danger areas and prohibited areas.

All passengers must carry a passport or identity card (point 8 of the list).

C. After landing, the pilot shall:

- (a) Immediately make contact with the nearest police or *gendarmerie* station and have his aircraft documents inspected and stamped (point 11 of the list);
- (b) Remain at the landing site or comply with the instructions of the police or *gendarmerie* authorities, who shall immediately inform the nearest customs office of the landing and await instructions from the customs office before authorizing any movement of the glider and its occupants (point 12 of the list);
- (c) Furnish the customs post in charge of exit formalities with a copy of his permit (point 14 of the list).

D. The pilot shall make long-distance flights only under visual flight conditions, following only visual flight rules.

The pilot shall, in good time, inform the area control centres concerned of his flight by means of a flight notice, mentioning in particular the type and registration of the aircraft, the airfield and time of departure and, if applicable, the radio transmission and reception frequencies.

Flights through clouds shall be subject to authorization by the competent air traffic control authorities.

Gliders shall not enter control zones of airports and military airfields without special authorization from the air traffic control authorities, unless existing regulations so permit (point 17 of the list).

E. The pilot shall not carry on board photographic or topographical surveying apparatus without the express agreement of the competent French authority (point 18 of the list).

4. The two States shall inform each other of any failure to comply with the provisions of this arrangement (point 20 of the list).

5. In the event of a change in present conditions, particularly as regards air navigation or frontier control, this arrangement may be amended by agreement between the administrations of the two countries.

LIST OF REGULATIONS SIMPLIFYING THE PROCEDURES APPLICABLE
TO INTERNATIONAL FLIGHTS OF GLIDERS BETWEEN FRANCE AND BELGIUM

1. The special regulations and procedures set forth below shall apply to long-distance flights made for sport or scientific purposes, such as competitive or meteorological research flights, involving the crossing of the Franco-Belgian frontier.

2. The commanding officer of the glider must have the nationality of its country of registration.

3. When leaving his country on a long-distance flight, the commanding officer of the glider must be in possession of a permit, issued to him in duplicate (the original and one copy) by the commanding officer of the airfield, who shall also retain one copy.

This permit shall be valid only on the date of issue.

4. In the case of long-distance flights made for the above purposes, the take-off and landing may be made at a non-customs airfield.

However, gliders towed by a powered aircraft and crossing the frontier in the course of flight must take off from a customs airfield.

5. The commanding officer of the airfield from which the departure is made shall be responsible for compliance with passport and customs procedures. The applicable requirements shall be those which are common to the national legislation of the two countries, except for the special provisions contained in this arrangement.

6. Except for personal articles of everyday use, aircraft stores and equipment necessary for the control and safety of the flight (barograph, parachute, radio, etc.), the carrying of goods on board shall not be permitted.

The commanding officer of the glider shall state on the long-distance flight permit, and certify with his signature, that he is carrying no goods other than personal effects, aircraft stores and navigation equipment.

7. The commanding officer of the airfield from which the departure is made shall authorize the take-off after inspecting the personal documents of the pilot of the glider and of the passengers, if any, and the aircraft documents, and after ascertaining, personally or through customs officials, that the customs regulations have been observed.

In France, he shall first communicate with the nearest police or *gendarmerie* station and the nearest customs office to determine whether they authorize the departure without an actual inspection.

The commanding officer of the airfield shall certify by signing the long-distance flight permit that he has authorized the take-off.

8. In addition to the long-distance flight permit, the pilot of the glider shall carry on board:

- (a) A valid glider pilot's licence;
- (b) A passport or national identity card;
- (c) A valid traffic permit for the glider (certificate of registration and certificate of airworthiness);
- (d) A log book;
- (e) A certificate of insurance against civil liability for damage to third parties on the ground;
- (f) Aeronautical maps of areas overflown, showing controlled air space, danger areas and prohibited areas.

All other persons flying in the glider must carry a passport or national identity card.

9. Gliders crossing the frontier during a long-distance flight shall, if the pilot possesses a valid long-distance flight permit, be admitted temporarily without a customs certificate and shall thus not require a pass or *triptyque*.

Motor vehicles and their trailers intended for use in returning gliders by road shall also be admitted temporarily without a customs certificate.

10. The simplified procedures provided for in this arrangement shall apply to the measures to be taken following a landing at a non-customs airfield or in open country in the country of destination.

11. After the landing, the occupants of the glider shall immediately make contact with the nearest police or *gendarmerie* station and present the long-distance flight permit, the other aircraft documents and the personal licence of the pilot, so that these documents may be inspected and the permit stamped.

12. The *gendarmerie* or police authorities shall also verify that the glider and its passengers are not carrying articles other than those listed under section 5 of the permit, and shall notify the nearest customs office of the landing.

The glider, together with its cargo and passengers, shall be held provisionally pending action by the customs office.

13. After securing the glider, the pilot shall, as quickly as possible, report the landing to the commanding officer of the airfield of departure. The authorities at the landing site shall do their best to facilitate this communication.

14. The completion of the customs procedures, whether at a customs airfield, in the interior of the country (for example, through random inspection) or at a frontier customs post, shall be attested on the long-distance flight permit by the customs service. In all cases, the copy of the permit shall be delivered to the frontier customs post for the purposes of the inspection authority.

15. If the glider is to be towed back to its country of origin by air, the departure from the country where the landing has taken place may be made only at a customs airfield, and the return landing must also be made at a customs airfield. At both these points, the usual police and customs procedures shall apply.

16. All gliders making long-distance flights to a foreign destination shall bear the marks of their country of origin, in accordance with the provisions of annex 7 to the Chicago Convention of 7 December 1944¹ on international civil aviation.

17. A long-distance flight may be made only under visual flight conditions, following only visual flight rules.

The pilot shall, in good time, inform the area control centres concerned of his flight by means of a flight notice, mentioning in particular the type and registration of the aircraft, the airfield and time of departure and, if applicable, the radio transmission and reception frequencies.

Flights through clouds shall be subject to authorization by the competent air traffic control authorities.

Gliders shall not enter control zones of airports and military airfields without special authorization from the air traffic control authorities, unless existing regulations so permit.

18. Photographic or topographical surveying apparatus shall not be carried on board without the authorization of the competent authorities.

19. In the event of the outbreak of an epidemic, gliders shall be subject to the provisions of the International Health Regulations.

20. The authorities of the two States shall inform each other of cases of violations of air navigation regulations or violations of the provisions of this arrangement occurring during such long-distance flights.

The Embassy of France has the honour to inform the Ministry of Foreign Affairs that the foregoing provisions are fully acceptable to the French Government.

If they are also fully acceptable to the Belgian Government, the Embassy of France has the honour to propose to the Ministry of Foreign Affairs that this note and the reply thereto should constitute an agreement between the

¹ United Nations, *Treaty Series*, vol. 15, p. 295; for the texts of the Protocols amending this Convention, see vol. 320, pp. 209 and 217; vol. 418, p. 161; vol. 514, p. 209, and vol. 740, p. 21.

French Government and the Belgian Government, effective as from today's date.

The Embassy of France takes this opportunity, etc.

DONE at Brussels on 29 August 1969.

Ministry of Foreign Affairs
Brussels

II

MINISTRY OF FOREIGN AFFAIRS AND FOREIGN TRADE

General Directorate of Foreign Economic Relations

Brussels-1, 29 August 1969

The Ministry of Foreign Affairs and Foreign Trade has the honour to acknowledge receipt of the note of the Embassy of France dated 29 August 1969, No. 401, which reads as follows:

[*See note I*]

The Ministry of Foreign Affairs and Foreign Trade informs the Embassy of France that the Belgian Government agrees to the foregoing.

The Department takes this opportunity, etc.
