

Foreign aircraft

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Overflight of the French territory by foreign aircraft may require an authorisation.

News and highlights

Revision of the ULM order

Following the publication of the new European Basic Regulation (EU) 2018/1139, the French decree on ULMs has been revised to extend certain limits of mass and power.

 [New limits of the French ULM regulation \(PDF - 130.02 Ko\)](#)

(https://www.ecologie.gouv.fr/sites/default/files/ULM_new_limits.pdf).

WARNING: the maximum mass limits of the ULM regulation are not as high as those applicable in some other European countries: the microlights of these countries can not fly over French territory without first obtaining an authorisation.

Aircraft holding an ICAO-level Certificate of Airworthiness or an EASA permit to fly (Form 20a)

Aircraft holding a Certificate of Airworthiness issued pursuant to the ICAO Convention are allowed to overfly the territory of ICAO contracting States without prior validation of this certificate.

Aircraft holding an EASA permit to fly (Form 20a) are allowed to overfly the territory of EASA member states without prior validation of this permit, except when the permit to fly explicitly limits the authorised area.


Other aircraft

Except for the specific cases identified below, aircraft not holding a Certificate of Airworthiness issued pursuant to the ICAO Convention nor an EASA permit to fly cannot overfly the French territory before prior validation of their airworthiness document by the DGAC.

Validation of a foreign airworthiness document

The application form is DGAC LP6, which shall be sent to DGAC Airworthiness Office (DSAC/NO/NAV) : dsac-nav-bf@aviation-civile.gouv.fr

NB : the e-mail and enclosures shall not exceed 4 Mo.

 [Demande de validation temporaire d'un laissez-passer ou titre de navigabilité étranger - Formulaire DGAC LP6 \(DOC - 62 Ko\)](https://www.ecologie.gouv.fr/sites/default/files/LP6-2.doc) (<https://www.ecologie.gouv.fr/sites/default/files/LP6-2.doc>).

The applicant shall indicate the purpose of the flights into the French airspace and the period envisaged. He shall provide a copy of the foreign airworthiness document (and associated documents), which shall be valid during the period concerned.

The DGAC may request any further justification and/or prescribe any restriction deemed necessary to ensure flight safety.

For the validation of restricted category aircraft (amateur built, vintage etc.), except in exceptional cases :

- The flight permit issued by the DGAC will prescribe operating limitations equivalent to those applicable to the corresponding regime for French aircraft ;
- A validation for an extended duration will normally require compliance to technical conditions equivalent to those applicable to the corresponding regime for French aircraft.

The issuance of permit to fly is subject to a fee of :

- 100 euros for aircraft with MTOW above 5.7 tons
- 50 euros for aircrafts with MTOW below 5.7 tons.

Also see [Payment modalities](#).

The flight permit issued by the DGAC only concerns airworthiness and does not preclude compliance with other applicable requirements or obtaining any other required authorisation (operational authorisations, traffic rights, ATC clearance etc.).

Specific case of European ultralights

Ultralights originating from another European State (EU States, Island, Liechtenstein, Norway and Switzerland) can overfly the French territory for non commercial operations, provided that the aircraft :

- Has a flight authorisation in this State and remains within the limits of this authorization ;
- Satisfies the definition criteria for a French ultralight (ULM) (refer to article 2 of the ULM decree dated 23 September 1998, as modified [in French]).


WARNING: the maximum mass limits of the ULM regulations are not as high as those applicable in some other European countries: the microlights of these countries whose maximum mass exceeds the limits of the French regulations can not fly over the French territory without obtain prior authorization from the DGAC.

Conditions also apply to the pilot.

See the decree dated 7 January 2015 for the detailed conditions.

For commercial use or if the conditions of the decree of January 7, 2015 are not all satisfied, a prior authorization from the DGAC is required (see Validation of a foreign airworthiness certificate)


For ultralights originating from other States or not satisfying the definition criteria for a French ultralight or for commercial operations a validation of their foreign airworthiness document shall be obtained (see article 2 de l'arrêté du 23 septembre 1998 modifié relatif aux ULM).


 [Arrêté du 7 janvier 2015 relatif aux conditions de circulation au-dessus du territoire français des aéronefs ultralégers motorisés européens](https://www.legifrance.gouv.fr/affichTexte.do?cidTexte=JORFTEXT000030109795) (<https://www.legifrance.gouv.fr/affichTexte.do?cidTexte=JORFTEXT000030109795>).

 [New limits of the French ULM regulation \(PDF - 130.02 Ko\)](https://www.ecologie.gouv.fr/sites/default/files/ULM_new_limits.pdf) (https://www.ecologie.gouv.fr/sites/default/files/ULM_new_limits.pdf).

Specific case of amateur-built aircraft

Amateur built aircraft, registered in a European Economic Area member State or in Switzerland, are allowed to overfly the French territory without prior validation of their airworthiness document for a duration not exceeding 28 consecutive days in any one visit (see Arrêté du 8 janvier 2018 relatif au survol du territoire français par certains aéronefs étrangers de construction amateur and its courtesy translation)


 Arrêté du 8 janvier 2018 relatif au survol du territoire français par des aéronefs étrangers de construction amateur (<https://www.legifrance.gouv.fr/affichTexte.do?cidTexte=JORFTEXT000036437808>).


 Decree dated 8 January 2018 on the operation in France of foreign amateur built aircraft (Courtesy translation only) (PDF - 39.04 Ko)
(https://www.ecologie.gouv.fr/sites/default/files/arrete_flight_amateur_built.pdf).

For amateur built aircraft registered in other States, a validation of their foreign airworthiness document shall be obtained.

Specific case of historic aircraft

Historic aircraft, registered in an European Economic Area member State or in Switzerland, are allowed to overfly the French territory without prior validation of their airworthiness document for a duration not exceeding 28 consecutive days in any one visit (see arrêté du 8 janvier 2018 relatif au survol du territoire français par certains aéronefs anciens étrangers and its courtesy translation).

 Arrêté du 8 janvier 2018 relatif au survol du territoire français par certains aéronefs anciens étrangers (<https://www.legifrance.gouv.fr/affichTexte.do?cidTexte=JORFTEXT000036437838>).

 Decree dated 8 January 2018 on the operation in France of certain foreign historic aircraft (Courtesy translation only) (PDF - 37.89 Ko)
(https://www.ecologie.gouv.fr/sites/default/files/arrete_flight_historic_aircrafts.pdf).

For historic aircraft registered in other States, a validation of their foreign airworthiness document shall be obtained.