

Overflight of France by visiting National UK PtF Aircraft

Pilots should check they have up to date information.

The DGAC has updated, following Brexit, their specific rulings on the overflight of French territory by amateur built and certain historic aircraft registered in the United Kingdom.

Details are on the DGAC website and include courtesy English translations:

<https://www.ecologie.gouv.fr/en/foreign-aircraft>

Detail links to the French and English versions of the decrees that apply are:-

<https://www.legifrance.gouv.fr/affichTexte.do?cidTexte=JORFTEXT000036437808>

https://www.ecologie.gouv.fr/sites/default/files/arrete_flight_amateur_built.pdf

<https://www.legifrance.gouv.fr/affichTexte.do?cidTexte=JORFTEXT000036437838>

https://www.ecologie.gouv.fr/sites/default/files/arrete_flight_historic_aircrafts.pdf

In general, the terms are:

Pilots may fly amateur build aircraft for private activity, VFR only, for up to 28 consecutive days subject to them having a valid UK certificate of airworthiness (*or permit to fly*).

Historic aircraft, are permitted on the same basis. These are defined as aircraft falling in category 1(a) (i) of Annex I to Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018*, and that a type certificate or an individual certificate of airworthiness meeting the requirements of Annex 8 of the Chicago Convention has been issued to such an aircraft, and that the aircraft was constructed by a manufacturer authorised by the former holder of the type certificate.

**In general, this means factory-built former CofA aircraft, whose initial design was established before 1 January 1955, and production has been stopped before 1 January 1975, now operating on an LAA Permit to Fly. Certain LAA-overseen former military types are also covered within this definition.*

Licensing

The DGAC require and accept pilots of the above aircraft overflying France provided they hold a current Pilots Licence and associated medical as required and issued in the state of registration of the aircraft. This means that as well as ICAO compliant licences & medicals, UK NPPL and UK LAPL licenses and Pilot Medical Declarations will be accepted by DGAC.* The principle applied is that if the licence and associated medical is valid to fly such aircraft in the country of registration, it is accepted in France.

**Note: this does not necessarily apply to pilots of Part-21 Certificated aircraft or in other EASA states.*

Rules of the Air

Pilots should of course operate in France or any other third country in accordance with the national rules of the air for the country concerned. It is vital pilots familiarise themselves with the differences that apply. There is further information on flights outside the UK in LAA Technical Leaflet TL 2.08.