

**Decree dated 8 January 2018 on the operation in France
of foreign amateur built aircraft**

****Courtesy translation only**
Consolidated version, 12 July 2022**

NOR: TRAA1728022A

[...]

Article 1

Under article D. 133-20 of the “code de l’aviation civile” (French Civil Aviation Regulations), amateur built aircraft falling in category 1. (c) of Annex I to Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 [...], excluding airships, with an airworthiness document and registered in an European Economic Area member State, in Switzerland or in the United Kingdom are permitted to temporarily fly in France without prior permission from the French DGAC, subject to having achieved:

- for aeroplanes, a minimum of 15 flight hours and at least 50 landings from its completion;
- for sailplanes, a minimum of 5 flight hours and at least 20 landings from its completion;
- for rotorcrafts, a minimum of 15 flight hours and at least 50 landings from its completion;
- for gyroplanes, a minimum of 15 flight hours and at least 50 landings from its completion;
- for hot-air balloons, a minimum of 5 flight hours and at least 15 landings from its completion;
- for gas balloons, at least one flight with a climb of more than 2 hours at an altitude of more than 500 meters.

Article 2

Aircraft with airworthiness documents issued by the State of registry for temporary operations and limited purposes, such as development, flight testing and ferry flight are excluded from this exemption.

Article 3

The conditions, limitations and restrictions applicable under their airworthiness document shall be observed while flying in France. In addition, the following limitations/restrictions shall apply:

1. the airworthiness document shall be valid at the date of entry into the French territory and until the date of exit from the French territory;
2. the aircraft shall not be used for public transport as defined by articles L. 6412-1 and following of the French transport regulations; [*No Commercial Air Transport*]
3. the aircraft shall not be used for commercial local flights as defined by article D. 510-7 of the French civil aviation regulations; [*and known as "Baptême de l'air" (first flight)*]

4. the aircraft shall not be used for commercial sensational flights, or non-commercial sensational flights with advertising, canvassing, statements in the media or on the internet or with any other means of publicizing the activity;
5. the aircraft shall not be used for aerial work as defined by Chapter III of the Annex to the French decree of 24 July 1991 on operations of civil aircraft in general aviation;
6. the aircraft shall not be used for student pilots training nor for sailplane towing;
7. the aircraft shall only be flown by day VFR;
8. The aircraft shall be provided with a journey log, the form of which shall be accepted by the competent authorities of the State of registration of the aircraft or, in the absence of such a requirement by the State of registration, the aircraft shall be provided with an equivalent document. This journey log or equivalent document shall be kept up to date and completed at the latest at the end of the day, under the responsibility of the pilot in command, in particular as regards the date, the names of the crew members and their function on board, the origin and destination of the flight, the time of departure and the time of arrival, flight time and nature of flight.

Article 4

The pilot shall hold a pilot's licence and associated qualifications entitling him to fly this aircraft, issued either by the State of registration or an organisation with a delegation by the said State, or validated or accepted by the said State.

Article 5

The permission referred to in Article 1 shall be limited to a maximum period of ninety days accumulated in the last twelve months.

For the application of preceding subparagraph, every day from the entry of the aircraft into French airspace until its exit from French airspace shall be taken into account (whether or not actual flights were carried out) .

Article 6

The decree of 8 January 1986 on the operation in France of amateur built aircraft registered in Finland is repealed.

The decree of 25 February 1986 on the operation in France of amateur built aircraft registered in the Netherlands is repealed.

The decree of 1st July 1986 on the operation in France of amateur built aircraft registered in the Federal Republic of Germany is repealed.

The decree of 10 August 1998 on the operation in France of amateur built aircraft registered in Belgium is repealed.

The decree of 22 May 2001 on the operation in France of amateur built aircraft registered in the United Kingdom is repealed.

The decree of 24 February 2013 on the operation in France of amateur built aircraft registered in Ireland is repealed.

The decree of 22 September 2014 on the operation in France of amateur built aircraft registered in Switzerland is repealed.

The decree of 25 October 2016 on the operation in France of amateur built aircraft registered in Austria is repealed.

[...]

Signed, on 8 January 2018 and modified by Decrees signed on 1st April 2021 and 6 July 2022.

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