

## APPLICATION FOR THE TEMPORARY VALIDATION OF A FOREIGN AIRWORTHINESS AUTHORISATION, FOR THE OVERFLIGHT OF FRANCE



The form shall be sent to [dsac-nav-bf@aviation-civile.gouv.fr](mailto:dsac-nav-bf@aviation-civile.gouv.fr), with the following attachments:

- Airworthiness document issued by the State of registry, along with the associated validity certificate and/or operating limitations, as applicable
- Registration certificate
- Proof of payment of the applicable fee (in case of online payment: .pdf invoice generated by the 'Redevances' website)

Note: the form may be filled by an applicant which is not the operator but the statement on page 2 shall be **signed by the operator**.

<b>1. Applicant</b>		Name:				
		Function	Owner	Operator	Representative	Other (specify):
		E-mail:			Telephone	
<b>2. Aircraft registration</b>	Marks:				State of registry	
<b>3. Aircraft manufacturer/model</b>				<b>4. Serial number</b>		
<b>5. Information on the airworthiness regime of the aircraft</b>		<p>The purpose of this § is to clarify the reason why the aircraft does not hold a standard certificate of airworthiness compliant to the ICAO Convention.</p> <p>Aircraft holding a standard certificate of airworthiness compliant to the ICAO Convention which is temporarily invalid; reason for invalidity:</p> <p>Prototype aircraft          Amateur-built aircraft          Historical aircraft</p> <p>Ultralight aircraft:      MTOW (kg):                  Engine power:                  VSO (CAS):</p> <p>Other (specify):</p>				
<b>6. Validity period requested (DD/MM/YYYY)</b>		from		to		
<b>7. Operator of the aircraft for the flights over France</b> <i>(the operator shall sign the statement on page 2)</i>		Name :				
		Nationality :				
		Contact (email) :				
<b>8. Description/purpose of the flights over France</b>		<p>Overflight of France during a flight from/to third countries                  Leisure</p> <p>Ferry to a site of maintenance in France (and return if applicable)                  Maintenance check flight</p> <p>Participation in an airshow:                  flights to/from                  public presentation</p> <p>Flight test                  Other (specify):</p> <p>Details:</p> <p>Commercial operations*:      No      Yes (if <b>yes</b>, refer to conditions h and i in the operator statement on page 2)</p> <p><i>* Commercial operation: any operation of an aircraft, in return for remuneration or other valuable consideration, which is available for the public or, when not made available to the public, which is performed under a contract between an operator and a customer, where the latter has no control over the operator</i></p>				
<b>9. Fees</b>		Amount due:	MTOW ≤ 5.7t: 50 euros		MTOW > 5.7t: 100 euros	
<i>Refer to the applicable regulation</i>	Means of payment:	<b>Preferred method</b>		<a href="https://redevances.aviation-civile.gouv.fr">https://redevances.aviation-civile.gouv.fr</a> § Laissez-passer (Permit-to-fly) <b>At the end of the payment process, download the .pdf invoice and send it along with this form.</b>		
		online				
		<b>In case the online payment is not possible</b>		<p>DGAC account data: <b>in the subject of the transfer, mention the aircraft registration. E.g. « Permit-to-fly for N-123AB »</b></p> <p>Account holder:      AC-BUDGET ANN CONTROLE EXPL AE</p> <p>Bank :                  Banque de France</p> <p>Domiciliation :      SEGPS – (2310) 31 rue Croix des petits champs 75001 Paris</p> <p>Bank code:              30001</p> <p>Branch code:            00064</p> <p>Account number:      00000090216 key : 22</p> <p>IBAN:                    FR76 3000 1000 6400 0000 9021 622</p> <p>BIC:                      BDFEFRPPCT</p>		
		by bank transfer				
		<i>Expect considerably longer processing times for applications with bank transfer payments</i>				

### Operator statement

I certify the validity of the information provided on this form.

I certify, as the operator identified in § 7, that I am aware of the following conditions, and undertake to comply with the relevant obligations:

- a. The aircraft shall hold a current flight authorisation (e.g. restricted airworthiness certificate, permit to fly etc.) issued by the State of registry, which covers the type of flights which will be performed over the French territory.
- b. The validation of the State of registry authorisation for the overflight of France will take the form of a permit to fly issued by the DGAC.
- c. Flights over the French territory must be performed in accordance with the validity conditions and limitations specified in the flight authorisation issued by the State of registry and its associated documents, as amended or supplemented by the conditions listed in the DGAC permit to fly.
- d. The aircraft must have a valid certificate of registration or equivalent document issued by the state of registry of the aircraft. This document must be on board during flights over the French territory.
- e. The aircraft must be duly insured to appropriately cover the intended flight in accordance with the applicable French and international regulations.
- f. The DGAC permit to fly will be issued without prejudice to any applicable regulations other than those relating to airworthiness (including operational, crew licensing and airspace regulations).
- g. Where an operator is specifically identified in the DGAC permit to fly, it must assume the role of actual operator for all flights operated under this permit; the aircraft may not be used by another operator under the DGAC permit.
- h. Aerial work operations excluded from European regulations must be authorised by the DGAC, under the conditions described on <https://www.ecologie.gouv.fr/en/public-policies/aerial-work-foreign-registered-aircraft>.
- i. The pilot must hold an aeronautical title issued or recognised by the authority of the State of registry.  
In addition, an authorisation is required from DSAC's Aircrew Directorate (DSAC/PN) before any flight under cover of this permit, in the following cases:
  - the pilot's aeronautical title used to pilot the aircraft has not been issued in accordance with ICAO Annex 1 or European regulations, or
  - the operations planned over French territory are commercial, or
  - the aircraft does not belong to a category listed in European regulations on crew qualifications.

**Name of the operator:**

**Name:**

**Function:**

**Date:**

**Signature:**