



Liberté • Égalité • Fraternité

RÉPUBLIQUE FRANÇAISE

Ministry responsible
for civil aviation

Overflight authorisation request

Amended European regulation (EU) n°923/2012 laying down the Common Rules of the Air and
Operational Provisions Regarding Services and Procedures in Air Navigation
Amended order of 11 December 2014 relating to the implementation of amended regulation (EU) n°923/2012

See the guides "Autorisations de survols basses hauteurs"
and "Évolutions à basse hauteur en aviation générale"

For official use only

Received on:

Registration number:

1. Information and contact details of the operator

Official name

Company name

Head office address

N°

Extension

Post box

Street

Post code

Town

Telephone number

Fax number

E-mail address

2. Nature of the request for authorisation

Overflight authorisation request for densely populated zones, towns or other congested areas, or gatherings of persons in the open air - "URBAN FLIGHT"
The request must be submitted to the Prefects of the department(s) in question 30 days before the date of the operations, with copies to the regional DSAC IR and the Air and Borders Police (PAF).

Overflight authorisation request outside densely populated zones, towns or other congested areas, or gatherings of persons in the open air - "LOW-LEVEL FLIGHT"
The request must be sent at least 20 days before the date of the first operation, to the DSAC IR that is responsible for the place of the first mission in France for foreign operators.

3. Type of operation of the request for authorisation

The operation is subject to the European regulation (AIROPS or SAO)

Yes No

4. The operations

The operation corresponds to at least one of the operations listed on page 2 and are carried out using airplanes or helicopters.

Yes No

If you replied "Yes" to this item you are in **CASE 2** otherwise you are in **CASE 1**. In order to be eligible to apply in CASE 2, an AIROPS SPO operator of a commercial operation must have obtained a prior "high risk" authorisation from its competent authority for the type of specialised operation planned, in accordance with points ARO.OPS.150 and ORO.SPO.110 of the AIROPS Regulation.

See the definitions of "URBAN FLIGHT" (VOL AGGLO) and "LOW-LEVEL FLIGHT" (VOL RASANT) in § 1.3 of the Guide "Autorisations de survols basses hauteurs"



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List of the corresponding operations in section N°4

- All operations, excluding parachuting in air shows, performed above a congested area, a "high-threshold" establishment, or in the vicinity of a gathering of persons:

- at an altitude at which the performances of the aircraft do not allow the flight to continue or a forced landing to be made in the event of an engine failure, clear of the congested area, the gathering of persons or the "high threshold" establishment, and without any risk to the persons on the ground, who are not directly concerned by the activity; or
- at night, at an altitude below 600 m; or
- by day, at altitudes below the following values:

	Congested area with an average width of less than 1,200 m or a gathering of fewer than 10,000 persons, or a "high threshold" establishment	Congested area with an average width of between 1,200 m and 3,600 m or a gathering of between 10,000 and 100,000 persons	Congested area with an average width of more than 3,600 m or a gathering of more than 100,000 persons
Single-engine aircraft	300 m	400 m	500 m
Multi-engine aircraft	200 m		

- All operations performed by helicopters above a congested area, a gathering of persons or a "high threshold" establishment, with a combination of altitude and speed that does not allow for a safe forced landing in the event of an engine failure.
- Transportation of external loads by helicopter (HESLO) flying over a congested area, a gathering of persons or a "high threshold" establishment;
- Helicopter human external cargo (HEC) operations, when the helicopter does not have the capacity to maintain hover flight outside ground effect in the event of an engine failure;
- Taking pictures of sporting events from a height of less than 50 m;
- Simulations of military operations;



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The operations (cont'd)

Information and contact details of the ordering party

Official name	<input type="text"/>		
Company name	<input type="text"/>		
Head office address			
N°	<input type="text"/>	Extension <input type="text"/>	Post box <input type="text"/>
Street	<input type="text"/>		
Post code	<input type="text"/>	Town <input type="text"/>	
Telephone number	<input type="text"/>	Fax number	<input type="text"/>
E-mail address	<input type="text"/>		

5. URBAN FLIGHT - Initial request - Operational data – To be completed if **Case 1** or **2**

To be completed by all operators

Planned operations	<input type="text"/>
Flight conditions (day or night VFR)	<input type="text"/>
Minimum height AGL	<input type="text"/>
Date or duration of the flights	<input type="text"/>
Departments	<input type="text"/>
Places overflown	<input type="text"/>

To be completed by AIROPS-SPO operators

All operations

Acknowledgement of receipt of declaration
ORO.DEC.100

Operator N° or
Date of acknowledgement
of receipt:
Issued by:

Commercial operation with aircrafts registered outside EU

Authorisation ORO.SPO.100

Operator N° or
Date of authorisation:
Issued by:

Commercial operation – CASE 2

"High risk" authorisation ORO.SPO.110

Operator N° or
Date of authorisation:
Issued by:

To be completed by AIROPS-NCO operators

The checklists and the risks assessment have been drawn up for the operations covered by this request



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6. Case 2 – URBAN FLIGHT – All operators

Aircraft used

Excluding CNRAC after specific authorization, the aircraft must hold an ICAO level airworthiness certificate for **non-AIROPS** operations, or comply with regulation 748/2012 for AIROPS operations

Category (*)	Type	Registration N°	Equipment (**)	Guaranteed performance for helicopters (***)

(*): aeroplane, helicopter etc.

(**): Where appropriate, give details of any specific devices installed (spreader booms, photographic equipment, etc.).

(***): For multi-engine helicopters, specify the capacity to maintain hover flight when the critical engine fails, in the planned configuration for the mission in question. If negative, give the necessary loss of height

Pilot and other members of the crew

Name - First name	Licence/Qualification	Licence N°	DNC ref. Non-AIROPS	Function

Places overflown

Situation, route or perimeter	Localities overflown	Minimum solicited level (AGL or AMSL)	Average NGF altitude (French levelling network)

Aerodrome (or other place) of departure and arrival:

Proposed route

Proposed **route** to and from the site(s) to be overflown and, where appropriate, **fallback sites** for emergency landings along the entire planned route, in particular in the event of an engine failure (**enclose a map**):



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7. LOW-LEVEL FLIGHT - Initial request - Operational data – To be completed if **Case 1** or **2**

To be completed by all operators

Planned operations

Flight conditions (day or night VFR)

Minimum height AGL

Date or duration of the flights

Scope of the authorisation
(national or other)

To be completed by AIROPS-SPO operators

All operations

Acknowledgement of receipt of declaration
ORO.DEC.100

Operator N° or
Date of acknowledgement of
receipt:
Issued by:

**Commercial operation with aircrafts registered
outside EU**

Authorisation ORO.SPO.100

Operator N° or
Date of authorisation:
Issued by:

Commercial operation – CASE 2

"High risk" authorisation ORO.SPO.110

Operator N° or
Date of authorisation:
Issued by:

To be completed by AIROPS-NCO operators

The checklists and the risk assessments have been drawn up for the operations covered by this request

To be completed by SAO operators

A safety assessment has been drawn up for the operations covered by this request



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8. URBAN or LOW-LEVEL FLIGHT – CASE 2 - Non-commercial AIROPS or non-AIROPS operator

<p>Particular conditions</p>	<p>Is the flight stationary, slow or vertical?</p> <div style="border: 1px solid black; height: 20px; width: 200px; margin-bottom: 10px;"></div> <p>Specify, substantiate and indicate the precautions taken for flight safety. For multi-engine helicopters, specify the capacity to maintain hover flight when the critical engine fails, in the planned configuration for the mission in question. If negative, give the necessary loss of height to reach the Vtoss, then an ascending flight, with the value of the Vtoss.</p> <div style="border: 1px solid black; height: 60px; width: 650px; margin-bottom: 10px;"></div> <p>Explain the reasons for the urgency or the occasional nature of the mission and/or elaborate on some of the information contained in this request.</p> <p>Non-commercial operations with complex aircraft (non-commercial AIROPS SPO) Provide a risk analysis and the corresponding SOP (Standard Operations Procedures).</p> <p>Non-commercial operations with non-complex aircraft (NCO AIROPS): Provide a risk analysis and the corresponding check-list or SOP (as per NCO.SPEC).</p>
<p>Feasibility of the mission</p>	<p>In the event of an engine failure, do the operating conditions allow the flight to continue and obstacles to be cleared?</p> <div style="border: 1px solid black; height: 40px; width: 350px; margin-bottom: 10px;"></div> <p><u>If yes</u>, provide a technical demonstration and indicate the maximum weight planned for the operation. Demonstration reference:</p> <div style="border: 1px solid black; height: 40px; width: 350px; margin-bottom: 10px;"></div> <p><u>If no</u>, provide a map showing the adequate emergency landings sites in the event of an engine failure along the entire planned route.</p> <div style="border: 1px solid black; height: 60px; width: 650px; margin-bottom: 10px;"></div>
<p>Other observations</p>	<div style="border: 1px solid black; height: 120px; width: 650px;"></div>

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9. Declaration and signature:

I hereby declare that:

- the deployment of aircraft is compatible with their airworthiness and flight envelope;
- any special devices installed on the aircraft have been approved by the airworthiness authority of the State of registration in accordance with the applicable regulations;
- the aircraft concerned are included in the operator's declaration (SPO and commercial SAO operations),
or
- the aircraft concerned are listed on the operations specifications (CAT + SPA.HERMS/HOFO operations);
- the operation manual takes into account the type of aircraft envisaged for low altitude operations;
- the pilots have valid licenses, qualifications and medical qualifications as provided for by the regulations, depending on the commercial or non-commercial nature of the operation;
- pilots are trained for the operation concerned in accordance with the training procedures established by the operator;
- in the case of glider operations, hazard and risk mitigation measures have been established;
- an insurance policy has been taken out covering risks related to the operations;
- for **CASE 1** - URBAN FLIGHT, the least favourable of the following two heights is respected for the operation in question:
 - the minimum height defined by the prefectural authority,
 - the minimum height that always permits landing clear of the congested area, the gathering of persons or the "high threshold" establishment, or on a public aerodrome.

I hereby swear that this information is accurate.

In:

On:

The signature of the requesting party

Amended law N° 78-17 of 6 January 1978 on information technology, files and individual freedom applies to the nominative data in this form.
 It guarantees a right to access and rectify this data at the French Civil Aviation Safety Directorate and the Prefecture where you deposited your request.



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10. Enclosures (for initial requests): URBAN FLIGHT

1 - Operation subject to the AROPS regulation

Insurance policy valid and applicable for planned operations.

+

CASE 1 and CASE 2

- A copy of the last acknowledgement of receipt issued by the competent authority.

+

CASE 2 - All operations

- Map extract(s) that clearly shows the site(s) to be overflown and the proposed route to reach them (for example, air navigation charts) and any other document showing that the operational conditions are taken into consideration on the day(s) of the operations.
- Where appropriate, map extracts showing the emergency landing sites proposed by the operator.

+

CASE 2 - Commercial SPO operation

- A copy of the "high risk" authorisation issued by the Competent Authority.

+

CASE 2 - Non-commercial operation (NCO or non-commercial SPO)

- Safety assessment and the corresponding check-lists or SOPs (Standard Operations Procedures).

2 - Operation/Aircraft not subject to the AROPS regulation

Operators from another member State of the EU

Aircraft registered in the UE: Copy of the certificate of the complete file.

Aircraft registered outside the UE: Copy of the special and temporary authorisation issued under article L6211-1.

All aircraft: Insurance policy valid and applicable for planned operations.

Operators from third-party countries

Aircraft registered outside the UE: Copy of the special and temporary authorisation issued under article L6211-1.

All aircraft: Insurance policy valid and applicable for planned operations.

CASE 2 - All operators

- Map extracts that clearly shows the site(s) to be overflown and the proposed route to reach them (for example, air navigation charts) and any other document showing that the operational conditions are taken into consideration on the day(s) of the operations.
- Where appropriate, map extracts showing the emergency landing sites proposed by the operator.
- Where appropriate, proof that can be used to verify that the operating conditions allow the flight to continue in an emergency, and in particular in the event of an engine failure.



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11. Enclosures (for initial requests): LOW-LEVEL FLIGHT

1 - Operation subject to the AIROPS regulation

Insurance policy valid and applicable for planned operations

+

CASE 1 and CASE 2

- A copy of the last acknowledgement of receipt issued by the competent authority.

+

CASE 2 - Commercial SPO operation

- A copy of the "high risk" authorisation issued by the Competent Authority.

+

CASE 2 - Non-commercial operation (NCO or non-commercial SPO)

- Safety assessment and the corresponding check-lists or SOPs (Standard Operations Procedures).

2 - Operation subject to the SAO regulation (glider)

- A copy of the last acknowledgement of receipt issued by the competent authority (commercial operation).
- Appropriate safety assessment.
- Insurance policy valid and applicable for planned operations.

3 - Operation/Aircraft not subject to the AIROPS regulation

Operators in another member State of the EU

Aircraft registered in the UE: Copy of the certificate of complete file

Aircraft registered outside the UE: Copy of the special and temporary authorisation issued under article L6211-1.

All aircraft : insurance policy valid and applicable for planned operations

Operators from third-party countries

Aircraft registered outside the UE: Copy of the special and temporary authorisation issued under article L6211-1.

All aircraft : Insurance policy valid and applicable for planned operations

CASE 2 - All operators

- The results of the safety study of flights taking pictures of sporting events from a height of less than 50 m.