

**Decree dated 8 January 2018 on the operation in France
of certain foreign historic aircraft**

****Courtesy translation only**
Consolidated version, 7 April 2021**

NOR: TRAA1728023A

[...]

Article 1

Under article D. 133-20 of the “code de l’aviation civile” (French Civil Aviation Regulations), historic aircraft 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 the following requirements:

1. the aircraft falls 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 [...],
2. 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,
3. the aircraft was constructed by a manufacturer, authorised by the former holder of the type certificate.

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 number of persons on board, crew included, shall be limited to 5;
4. 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)*]
5. 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;
6. 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;
7. the aircraft shall not be used for student pilots training nor for sailplane towing;

8. the aircraft shall only be flown by day VFR.

Article 4

The pilot shall hold a pilot's licence and associated qualifications entitling him to fly this aircraft, either issued 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 aircraft shall not remain in France, pursuant to this exemption, for a period of more than 28 consecutive days in any one visit, without the prior permission of the French DGAC.

Article 6

The decree of 20 February 2012 on the operation in France of aircraft registered in the United Kingdom and being in possession of a laissez-passer ('Permit to Fly') is repealed.

The decree of 21 July 2014 on the operation in France of aircraft registered in Ireland and being in possession of a 'Flight Permit' is repealed.

[...]

Signed, on 8 January 2018 and modified by Decree signed on 1st April 2021.

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