France Summer BizAv Parking Tips

Kateřina Michalská
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France is facing the same summer congestion we've seen in Spain and Greece: packed ramps, limited slot availability, and strict parking rules – both for location and duration. From the Côte d'Azur to Corsica and key inland airports, space is tight. But there are still some options if you know where to look. Here's what we've found so far.

Common Themes Across France

- **Plan ahead.** Most airports require advance notice for parking and handling – anywhere from 24 to 72 hours – usually via MyHandling.
- **Customs and Gendec:** For international arrivals, most airports expect crew and pax lists to be submitted 24 hours ahead, even for Schengen flights.
- **Slots or PPR?** It depends. Some airports like LFML/Marseille are slot- and PPR-free but limited by physical stand space. Others have strict PPR or slot rules, and some impose restrictions based on Schengen/non-Schengen status.
- **Nothing is guaranteed.** Even with advance requests, parking isn't always available – especially for longer stays. At LFMN/Nice, approval often comes just 7 days out. LFML/Marseille has only a few stands for 48h+ parking, and LFKF/Figari doesn't allow overnight stays at all.



Riviera Airports – Busy, Tight But Accessible

LFMN/Nice

Nice has been very busy since May, and according to local FBOs, things aren't getting any easier. If you're planning to stay on the ground for more than 4 hours, expect a bit of a process. The airport is fully slot-controlled, and **parking only gets confirmed once airport authorities approve your request – often just 7 days out**. Submitting a full schedule early gives you the best shot.

Slot tolerance is tight (+/–10 min arrival, –10/+15 min departure), and even small schedule changes can mean losing both slots and parking. Once confirmed, the slot ID needs to be in Field 18 of your FPL.

APU use is also limited to just 10 minutes before TSAT, and only after towing. Until then, it's ground power only. But several OPSGROUP members have reported issues with GPUs and overheating, especially in high temps. For a deeper look, check out our article on heat damage in Nice.

Fuel delays are common too. Airline traffic takes priority, and BizAv can end up waiting. Crews must be onboard during refueling, so best to show up early before ETD just in case. Multiple fuel providers operate at LFMN, and availability can vary depending on the day and time.

FBO contacts:

- Signature Aviation: nce@signatureaviation.com
- Avia VIP: lfmn@aviavip.com

LFMD/Cannes

Cannes may be scenic, but it's not built for bigger jets. The airport has strict aircraft restrictions: **no jets over 35T MTOW, and no turboprops over 22T**. Slots are mandatory from May 12 – Sep 15, when the airport is fully coordinated for the summer season. The control tower is active from 0800 LT to sunset +30 minutes. Handling services may operate on a different schedule, so check with your local FBO directly.

FBO contacts:

- ACM Handling: operations-acm@cote-azur.aeroport.fr
- Jetex: france@jetex.com

LFML/Marseille

Marseille offers a more relaxed entry point to the region, with fewer restrictions. The airport and customs are both H24. **There's no need for slots or PPR, and short-turn parking is usually available** without much hassle.

That said, longer stays are tricky – **only four stands are available for 48h+**, and they fill up quickly on a first-come, first-served basis. One or two nights might still be possible depending on traffic, but anything beyond that is unlikely in peak season.

FBO contacts:

- Jetex: fbo-mrs@jetex.com

- Avia VIP: lfml@aviavip.com

Southern Coastal Options – Mixed Rules

LFTH/Toulon-Hyeres

Toulon is getting busier in the summer, but **parking is still possible if you're organized.** The airport is open daily from 0800-2000 LT until Oct 28, with the possibility to arrange extensions. Customs hours are slightly different – available daily from 0800-1800 LT.

As a joint civil-military airport, LFTH has additional restrictions: according to the local FBO, flights before 0900 LT are currently not allowed due to military operations.

FBO contacts:

- Toulon Airport Handling: fbo@toulon-hyeres.aeroport.fr
- Jetex: france@jetex.com

LFTZ/La Mole Saint-Tropez

The airport has restricted-use status, so only operators with special approval can use it. **Pilots must meet specific training requirements** depending on the aircraft.

If you're thinking about flying into LFTZ, **be ready for a bit of admin.** The airport website and their AIP explain exactly what's needed – from how to request access to the paperwork and pilot qualifications required.

PPR is required and operations are permitted daily 0800-1900 LT in summer, with extensions available until sunset. Non-Schengen flights are only allowed July 1 – Oct 15, 0700-1700 LT, and any schedule changes must be re-approved.

FBO contacts:

- Sky Valet: operations@sainttropez.aeroport.fr
- Jetex: france@jetex.com

Western Provence – Quieter Alternatives Inland

LFMT/Montpellier

Montpellier stands out as a dependable inland choice, even for heavier jets. While the airport can get busy at times, especially in peak summer weeks, **it's still worth considering if coastal airports are full.** All non-based BizAv must request PPR at least 72 hours in advance. Handling is charged in full if cancelled less than 3 days before arrival and not charged if cancelled earlier.

FBO contact: Avia VIP: lfmt@aviavip.com

LFTW/Nimes

Nimes is often overlooked, but can be a smart alternative if you plan ahead. The airport operates daily until 2000 LT. ATC is available until 1900 LT on weekdays and until 1600 LT on weekends. CIQ

services are available daily from 0900-1800 LT.

FBO contact: Jetex: france@jetex.com

LFMP/Perpignan

Perpignan is another inland option worth considering this summer. Local FBO confirms that parking is currently not congested and that the airport can accommodate larger bizjet like the G650. Parking availability is confirmed once a full schedule is submitted.

FBO contact: G-OPS: executive@g-ops.com

LFMV/Avignon

Avignon gives operators a welcome level of flexibility during the peak season. **No PPR is required**. The airport is open Mon-Fri from 0700-2130 LT, Sat until 1900 LT, and Sun from 0800-2000 LT. CIQ services are available daily until 2300 LT.

FBO contacts:

- Airport handling: handling@avignon.aeroport.fr
- Jetex: france@jetex.com

LFMQ/Le Castellet

Castellet remains a niche but functional option for those who can work with the limitations. **Customs is available for Schengen traffic only – international (non-Schengen) flights are not permitted**.

The airport operates daily 0900-1800 LT during summer. Extensions must be requested by 1600 LT the day before. Slots are required.

FBO contacts:

- Airport Handling: operations@aeroportducastellet.com
- Jetex: france@jetex.com

Corsica – Few Airports, Fewer Options

BizAv parking on Corsica is tricky during the summer too. **LFKF/Figari is the most restrictive option with only quick turnarounds allowed** and no long-term parking.

LFKB/Bastia may offer a bit more flexibility with some limits, but no PPR is required.

The best recommendation from local handlers goes to **LFKJ/Ajaccio**. Parking is more feasible here and while a slot and PPR are mandatory, availability is currently good.

FBO contact (covers LFKF, LFKB, and LFKJ): G-OPS: executive@g-ops.com

Looking Inland – Reliable Summer Parking

If the Riviera is full, heading inland could be a smart move. **LFLL/Lyon Saint-Exupery** usually has parking available, even during peak summer, and can handle larger jets with ease. Just be aware of night noise

restrictions between 2200-0600 LT for louder aircraft.

Nearby **LFLY/Lyon Bron** is smaller but also reports good availability for BizAv during the summer.

Further south, **LFLS/Grenoble** may be the most straightforward of the three. The airport is open daily from 0900-1800 LT, and services like handling, customs, and fuel are all available during this window. Extensions are possible upon request, but need to be arranged at least 8 days in advance.

FBO contacts:

- LFLL: fbo.lfll@lyonaeroports.com + lfll@aviavip.com
- LFLY: fbo.lfly@lyonaeroports.com
- LFLS: businessaviation@grenoble-airport.com

Watch Your FPL Alternates

One final thing to note here for ops to the south of France – watch out for a common issue with flight plan alternates, as **some airports cannot be used unless specific conditions are met**, according to the AIP or Notams. We've had several reports over the years from members who have had this flagged on SAFA ramp checks.

Common ones to watch out for:

LFTH/Toulon – can't be used as alternate without PPR.

LFMD/Cannes – can't be used as alternate except for flights to LFTZ/La Mole.

LFMQ/Le Castellet – this sometimes gets used as an alternate for LFMN/Nice and LFML/Marseille. But LFMQ rarely publishes TAF/METAR reports, so if you want to use this, you need to make sure you select at least one other alternate with a weather report!

Do you know of any more? Let us know!

Help Us Keep This Info Fresh

Things can change fast at French airports in the summer – what worked last week might not work today. If you've recently operated to any of these airports, let us know! A quick Airport Spy Report helps everyone stay ahead. It's like sending a postcard with your notes, so others know what to expect next time.



