

The 113th Tour de France cycling race will take place from 4 to 26 July, comprising a total of 21 stages across flat terrain, road stages, hilly terrain, mountain stages and time trials.



This document is intended to inform the clubs of the CNFAS federations about the various airspace arrangements and measures in place during this Tour de France.

You can find full details of the stages at <https://www.letour.fr/en/parcours-general>



The race itself, preceded by the passage of the promotional caravan approximately 1 hour and 45 minutes before the riders, is accompanied by a number of aircraft at various altitudes.

A technical operation comprising aerial filming, VIP shuttle flights and various helicopter or aeroplane relay services is in place for each stage; this operation is reinforced during stages featuring rugged terrain, mountain stages and time trial stages.



These aircraft are scheduled to make stopovers at aerodromes, often in the immediate vicinity of the stage towns.

In this aeronautical context, the establishment of temporary restricted zones (TRZs) in geographically confined mountainous areas has become a regular feature over the past several years.



This arrangement ensures that VFR traffic is not obstructed by providing a route between the helicopter TRAs and the relay aircraft; however, given the large number of aircraft present, **we recommend that you avoid flying over the Tour de France whilst the stages are in progress.**

Please note that you must comply with the rules of the air and the terms and conditions for entering airspace published in the form of NOTAMs, AICs or SUP AIPs.



This measure applies only to airspace under the jurisdiction of the DSNA.

In order to ensure flight safety, and in particular that of the aircraft covering this event, the CNFAS asks that you raise awareness amongst members of its affiliated federations (club and association managers, chief pilots, instructors, site or airfield managers, etc.) by instructing them to keep well clear of the race route.



Furthermore, the route through mountainous terrain may restrict aircraft manoeuvrability and the application of the 'see and avoid' principle.

Particular caution is required in these areas, which are very busy during the summer months, especially from the time the promotional convoy passes through until the riders and the motorcade have all passed.



The CNFAS asks you to please circulate this message as widely as possible so that this event can take place, as it does every year, under the safest possible conditions.

The fact that pilots act responsibly by keeping well clear of the race remains a key factor in the success of this event, enabling the CNFAS to make the case for fewer restricted airspace zones (ZRTs) and fewer restrictions in the future.



Please remember to check any aeronautical notices that may be issued for airfields and sites near the race route, as some of their operations may be restricted for the shortest possible period whilst the race is taking place.



Happy flying!
The CNFAS Airspace Group.

The air traffic management

Preamble

Aerial photography helicopters

Two H125s flying at very low altitude (from 0 to 500 ft above ground level), which are flown over by a relay H125 operating frequently between levels 45 and 95, or even up to level 125 in mountainous terrain.

ASO Organisation helicopters

5 H125s (minimum) operating at low altitude (from 500 to 1000 ft above ground level) above the race route

Relay aircraft

Several aeroplanes circling above the race under IFR to relay the video signal, spread out from level 80 down to level 280. They are under the control of air traffic control authorities.

Flying over the race route outside geographically confined mountain areas

The provisions are set out in Aeronautical Information Circular A 12/26 of 18 June 2026, available on the SIA at

https://www.sia.aviation-civile.gouv.fr/media/store/documents/file/l/f/lf_circ_2026_a_012_en.pdf

The following points are specified in particular:

Airspace users' attention is particularly drawn to the concentration of aircraft in the vicinity of the race route.

The race will be supported by an aerial operation comprising helicopters operating between ground level and 2000ft ASFC and between 4500ft AMSL and FLO85, and aeroplanes operating between FL100 and FL280. These aircraft are being used respectively as camera platforms (helicopters), as radio and video relay stations (aircraft and helicopters), and for broadcasting (aircraft).

Furthermore, flying over gatherings of people along the various stages is not permitted below an altitude of 1,000 m (3,300 ft) above ground level, with the exception of aircraft that have been authorised in advance, in accordance with the provisions of the decrees of 10 October 1957 concerning the overflight of built-up areas and gatherings of people or animals, and of 17 November 1958 concerning the regulation of helicopter air traffic.

Airspace users are advised to take note of any additional information that may be communicated via aeronautical information regarding access to airspace and the use of certain aerodromes located near the route.

As all stages are being broadcast in full, the air traffic control arrangements are in place and operational for all stages. The provisions of AIC12/26 of 18 June 2026 and the CNFAS recommendations are therefore all the more important, particularly for aerodromes and platforms in the immediate vicinity of the route.

► To be more comprehensive, the CNFAS federations consider it reasonable not to come within 500 m horizontally of the vertical plane of the route taken by the race, in line with a previous provision of the Tour de France AICs

Aircraft operators are reminded that they must comply with air traffic regulations and the published regulations and conditions governing entry into airspace.

GENERAL AVIATION AIRPORTS AFFECTED BY THE 2026 TOUR DE FRANCE ROUTE



Etape 15	19 juillet	Aérodromes Champagne, Bellegarde, Annemasse, AEM 9628, 9649, 9758 (x3), Voltige 6839.
Etape 16	21 juillet	Vélisurface Habères-Poche
Etape 17	22 juillet	Aérodromes Chambéry (x2), Para 417 Chambéry, Treuil 992 et Voltige 6809 à Challes, St Jean d'avelanne, Grenoble Isère, Para 418, AEM 9800, 9587.
Etape 18	23 juillet	Aérodromes Grenoble (Isère et Le Versoud), AEM9584., 9586, 9579, 9588, 9593, 9656, Para 427.
Etape 19	24 juillet	Aérodromes Gap et l'Alpe d'Huez, AEM 9656.
Etape 20	25 juillet	Aérodromes St Rémy de Maurienne et l'Alpe d'Huez, AEM 9658, altisurfaces Praz-Sauge, Pré Vernay, Col de Sarenne et Valloire
Etape 21	26 juillet	Aérodromes Chavenay, Beynes, St Cyr, Slacly., Treuil 914, Para 360, 369, 372, AEM 9286.

Etape 3	6 juillet	Aérodromes Sainte Léocadie et La Llagonne, Treuil 999 et Para 319
Etape 4	7 juillet	Aérodromes Puivert, Treuil 987, Carcassonne.
Etape 5	8 juillet	Aérodromes Castelnau Magnoac, AEM 9487, Berdoues, Pau.
Etape 6	9 juillet	Aérodromes Tarbes (Lourdes et Laloubère), Peyresourde, altisurfaces Barèges
Etape 7	10 juillet	Aérodromes Bordeaux Mérignac, Yvrac et Léognan-Saucats, AEM 9112.
Etape 8	11 juillet	Aérodromes Périgueux, Sarlat, Belvès, Préssignac et Bergerac, Para 331, AEM 9110.
Etape 9	12 juillet	Aérodromes Brive, Egletons, Ussel.
Etape 10	14 juillet	Aérodrome Aurillac, St Flour
Etape 11	15 juillet	Aérodromes Vichy, Moulins, Lapalisse et Nevers, Treuil planeur 993.
Etape 12	16 juillet	Aérodromes Nevers, Monceau et Châlons Sur Saône, Para 337, AEM 8006-1.
Etape 13	17 juillet	Aérodromes Dole, Besançon (La Vèze et Thise), Belfort et Montbéliard, Treuil 940, AEM 8220
Etape 14	18 juillet	Aérodrome Mulhouse, AEM 8022, 8082, 8084, 8097, 8220, 8430, Cable 960.

Airfields at stopover towns: Please consult the aeronautical information on the SIA website to find out about any restrictions that may not be included in this document.

Flying over the race route in geographically confined mountain areas

The operation of aerial photography helicopters in geographically confined mountain areas requires the establishment of specific airspace arrangements in the form of Helicopter Restricted Traffic Zones (ZRT Hélicos) to govern the movement of these aircraft. As well as facilitating the work of the helicopters, these Helicopter ZRTs are also intended to comply with the decree of 10 October 1957 concerning flights over built-up areas and gatherings of people or animals.

The vertical limits of the Helicopter ZRTs are Ground Level / 2,000 ft Ground Level, and the lateral limits are a 1NM buffer zone on either side of the route followed by the Tour de France.

Stages 3, 6, 17, 18, 19 and 20 saw the establishment of helicopter ZRTs for filming, mainly in confined areas and/or at the end of stages.

The timings for these various ZRTs were calculated based on the scheduled times for the race itself.

The movements of the relay aircraft are managed as part of the control service provided by the DSNA's Air Navigation Services (SNA).

The following table summarises the stages with airspace arrangements, along with links to the various timetables (fast, normal or slow) on the Tour de France website:

Stage 3	Monday 6 July	Granollers / Les Angles	SUP AIP 134/26 https://www.letour.fr/en/etape-3
Stage 6	Thursday 9 July	Pau / Gavarnie	SUP AIP 136/26 https://www.letour.fr/en/etape-6
Stage 17	Wednesday 22 July	Chambéry / Voiron	SUPAIP138/26 https://www.letour.fr/en/etape-17
Stage 18	Thursday 23 July	Voiron – Orcières-Merlette	SUP AIP 139/26 https://www.letour.fr/en/etape-18
Stage 19	Friday 24 July	Gap – Alpe d'Huez	SUP AIP 140/26 https://www.letour.fr/en/etape-19
Stage 20	Saturday 25 July	Le Bourg d'Oisans – Alpe d'Huez	SUP AIP 141/26 https://www.letour.fr/en/etape-20

Aircraft operators affiliated to CNFAS federations are advised to plan their flights carefully and to familiarise themselves with the information provided via aeronautical information.

Details regarding access to airspace and the use of certain aerodromes located along the route or nearby are available on the SIA website in the form of SUP AIP, AIC or NOTAM.

Acknowledgements

The CNFAS Airspace Group and the author of this document would like to thank all those who have worked towards the reasonable and responsible implementation of these measures, which, when appropriately proportioned, ensure a high level of safety in the context of our activities.

They would particularly like to thank ASO, Hélicoptères de France, the relay aircraft operators Pix Air and Aéro Sotravia, the DSNA/DO and the DSAC coordinators for their contributions to the implementation of these measures.

SUMMARY OF THE VARIOUS AIRSPACE MEASURES



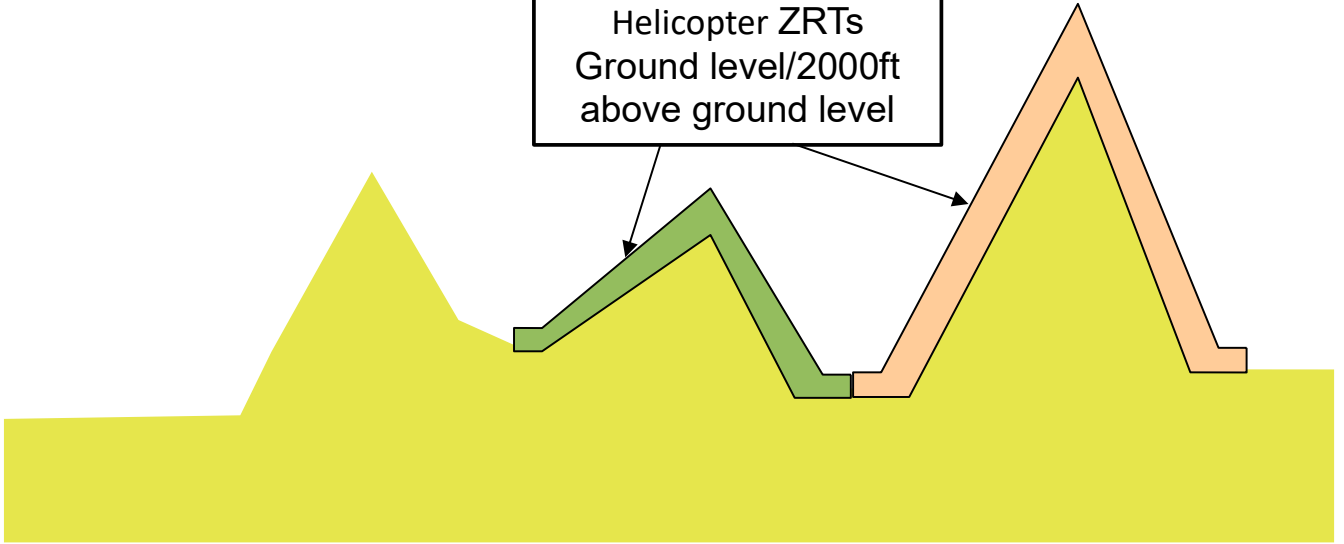
Relay aircraft operating under IFR



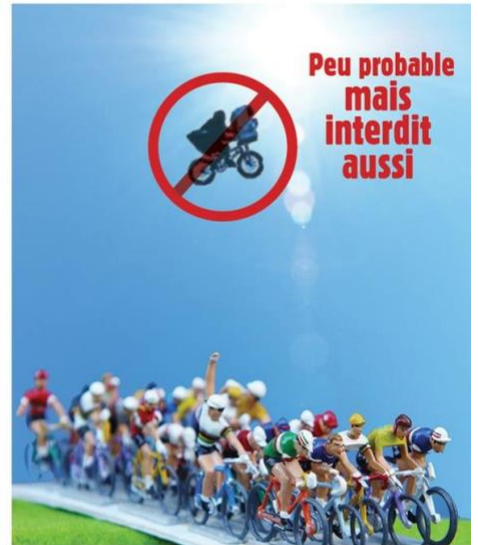
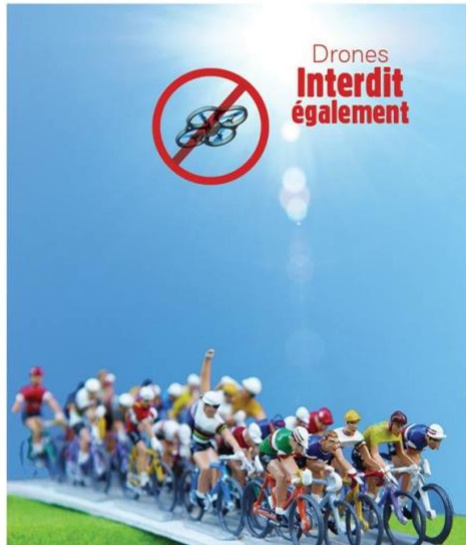
On the stages of the Tour de France
No helicopter restricted traffic

Geographically confined areas and/or
for mountain stages

Helicopter ZRTs
Ground level/2000ft
above ground level



INTERDICTION DE SURVOL DU PARCOURS DU TOUR DE FRANCE



Les forces de l'ordre seront vigilantes en cas de non respect de l'interdiction de survol.
Outre la confiscation du matériel au titre de l'article L.6232-2 du code des transports, toute personne qui viole l'interdiction de survol s'expose à une peine d'un an d'emprisonnement et à 45 000 euros d'amende.

YOUR REFERENCES ON THE SIA WEBSITE

Monday 6 July Stage 3 Granollers / Les Angles

https://www.sia.aviation-civile.gouv.fr/media/store/documents/file/l/f/lf_sup_2026_134_en.pdf

Note: 1 ZRT helicopter from the French-Spanish border.

Thursday 9 July Stage 6 Pau / Gavarnie

https://www.sia.aviation-civile.gouv.fr/media/store/documents/file/l/f/lf_sup_2026_136_en.pdf

Note: 2 helicopter ZRTs.

Wednesday 22 July Stage 17 Chambéry / Voiron

https://www.sia.aviation-civile.gouv.fr/media/store/documents/file/l/f/lf_sup_2026_138_en.pdf

Note: 1 ZRT helicopter at the start of the stage.

Thursday 23 July Stage 18 Voiron / Orcières Merlette

https://www.sia.aviation-civile.gouv.fr/media/store/documents/file/l/f/lf_sup_2026_139_en.pdf

Notes: 3 ZRT helicopters covering the entire stage.

Friday 24 July Stage 19 Gap / Alpe d'Huez

https://www.sia.aviation-civile.gouv.fr/media/store/documents/file/l/f/lf_sup_2026_140_en.pdf

Notes: 3 ZRT helicopters covering the entire stage.

Saturday 25 July Stage 20 Le Bourg d'Oisans / Alpe d'Huez

https://www.sia.aviation-civile.gouv.fr/media/store/documents/file/l/f/lf_sup_2026_141_en.pdf

Notes: 3 ZRT helicopters covering the entire stage.

TO SUM UP ...

1/ FOR ALL STAGES...

No overflights of the race at altitudes below 3,300 ft above ground level

NO OVERFLYING
OF THE RACE
At less than 3,300 ft
above ground level



And less than 500m
sideways

AIC A 12/26 of 18 June 2026
+ CNFAS directive

2/ STAGES 3, 6, 17, 18, 19 and 20

Monday 6 July Stage 3 Granollers / Les Angles

https://www.sia.aviation-civile.gouv.fr/media/store/documents/file/l/f/lf_sup_2026_134_en.pdf

Note: 1 ZRT helicopter from the French-Spanish border.

Thursday 9 July Stage 6 Pau / Gavarnie

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Note: 2 helicopter ZRTs.

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Note: 1 ZRT helicopter at the start of the stage.

Thursday 23 July Stage 18 Voiron / Orcières Merlette

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Notes: 3 ZRT helicopters covering the entire stage.

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Notes: 3 ZRT helicopters covering the entire stage.

Saturday 25 July Stage 20 Le Bourg d'Oisans / Alpe d'Huez

https://www.sia.aviation-civile.gouv.fr/media/store/documents/file/l/f/lf_sup_2026_141_en.pdf

Notes: 3 ZRT helicopters covering the entire stage.

NO OVERFLIGHTS
OF THE RACE
Below 3300ft above
ground level



And less than 1NM
sideways

+

ZRT

