

The 112th Tour de France cycling race will take place from 5 to 27 July with a series of 21 flat, straight, hilly, mountain and time trial stages.



This document is intended to inform the clubs of the CNFAS federations of the various airspace provisions or arrangements implemented during this Tour de France.

Full details of the stages can be found at <https://www.letour.fr/fr/parcours-general>



The race itself, preceded by the passage of the publicity caravan around 1h45 before the riders, is accompanied by a number of aircraft at different altitudes.

A technical system of filming, VIP liaison flights and various helicopter or aeroplane relays will be set up on each stage, and this system will be reinforced during the stages in hilly and mountainous terrain and during the time trial stages.

These aircraft are scheduled to stop over at airfields often in the immediate vicinity of the stage towns.



Within this aeronautical framework, the introduction of temporary restricted zones (ZRT) in geographically confined areas of the mountains has become a regular occurrence over the last few years.

This system avoids blocking VFR traffic by providing a passageway between the ZRTs for helicopters and relay aircraft, but given the large number of aircraft present, **we recommend that you avoid flying over the Tour de France during the events.**



Your attention is drawn to the fact that you must respect the rules of the air and the statutes and conditions for entering airspace published in the form of NOTAMS, AIC or SUP AIP.

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



In order to guarantee flight safety and in particular the safety of the aircraft covering this event, the CNFAS would like to ask all those involved in paragliding who are members of its federations (club and association managers, chief pilots, instructors, site or platform managers, etc.) to be made aware of this and to tell them to stay well away from the race.



In addition, the passage through mountainous terrain may restrict the possibilities of aircraft movement and the application of the "see and avoid" principle.

Particular caution is required in these very busy regions during the summer months, especially from the time the publicity caravan passes through until the end of the runners and the motorcade.



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

The fact that drivers show responsibility by staying well away from the race remains a major condition for the success of this event, enabling the CNFAS to argue for fewer ZRTs and fewer constraints in the future.

Don't forget to consult the aeronautical publications that may be issued for airfields and sites close to the race, as some of their activities may be reduced for the shortest possible period during the race.

Happy flying!

The CNFAS airspace group.



Air traffic control

Preamble

Helicopters taking pictures

2 H125s at very low altitude (0 to 500 ft/ground) which are overflown by a relay H125 frequently flying between levels 45 and 95, and even up to 125 in the mountains.

Helicopters ASO Organisation

5 H125s (minimum) operating at low altitude (500 to 1000 ft/ground) above the race.

Relay aircraft

Several aircraft orbiting over the race in IFR mode to relay the image signal, from level 80 to level 280. They receive control services from the air traffic control organisations.

Flying over the race outside geographically confined mountain areas

The measures taken are contained in Aeronautical Information Circular A 05/25 dated 19 June 2025, which can be consulted on the SIA website at

https://www.sia.aviation-civile.gouv.fr/media/store/documents/file/l/f/lf_circ_2025_a_005_fr.pdf

In particular, the following points are specified:

The attention of airspace users is particularly drawn to the concentration of aircraft in the vicinity of the course.

Indeed, the race is accompanied by an airborne system comprising helicopters operating between the surface and 2000ft ASFC and between 4500ft AMSL and FL085 and aircraft operating between FL100 and FL280. These aircraft operate respectively as camera platforms (helicopters) and as radio and video relays (aircraft and helicopters) and broadcasting (aircraft).

In addition, overflight of gatherings of people along the various stages is not permitted below the height of 1000 m (3300 ft) above the surface, with the exception of previously authorised aircraft, in accordance with the provisions of the decrees of 10 October 1957 relating to the overflight of agglomerations and gatherings of people or animals and of 17 November 1958 relating to the regulation of helicopter air traffic.

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

As all the stages will be broadcast in full, the air traffic control system will be in place and active on all the stages. This makes the provisions of AIC05/25 of 19 June 2025 and the recommendations of the CNFAS all the more important, particularly for the airfields and platforms in the immediate vicinity of the route.

- ***To be more complete, the CNFAS federations consider that it is reasonable not to approach closer than 500 m horizontally from the vertical plane of the axis of the road used by the race, repeating a previous provision of the Tour de France AICs.***

The attention of air users is drawn to the fact that they must respect the rules of the air and the published statutes and conditions for entering airspace.

GENERAL AVIATION AERODROMES AFFECTED BY THE PASSAGE OF THE TOUR DE FRANCE 2025	
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Etape 1 5 juillet	Aérodromes Lille Lesquin, Lens, Arras, Merville.
Etape 2 6 juillet	Aérodromes Arras, Lens, Le Touquet.
Etape 3 7 juillet	Aérodromes Valenciennes, Lille Lesquin, Lens, Arras, Merville, St Omer, Dunkerque.
Etape 4 8 juillet	Aérodromes Amiens, Beauvais, Etrepagny, Rouen.
Etape 5 9 juillet	Aérodrome Caen.
Etape 6 10 juillet	Aérodromes Caen, Flers, Avranches.
Etape 7 11 juillet	Aérodromes Dinard, Dinan, St Brieuc, Pontivy.
Etape 8 12 juillet	Aérodromes Rennes, <u>Ploermel</u> , Rennes, Chateaubriand, Laval.
Etape 21 27 juillet	Aérodromes Mantes, Chavenay, Beynes, Les Mureaux, Paris SV, St Cyr.

Etape 9 13 juillet	Aérodromes Tours Sorigny, Tours Le Louroux, Châtellerault, Chavigny, Le Blanc, Châteauroux Villers, Châteauroux Déols.
Etape 10 14 juillet	Aérodromes Clermont, Ussel.
Etape 11 16 juillet	Aérodromes Toulouse (Blagnac, Lasbordes, Francazal), Muret.
Etape 12 17 juillet	Aérodromes Auch, Berdoues, Tarbes (Lourdes et Laloubère), <u>altisurface Hautacam</u>
Etape 13 18 juillet	Altiport Peyresourde <u>Balestas fermé.</u>
Etape 14 19 juillet	<u>Altisurfaces Hautacam, Barèges (x2), Altiport Peyresourde Balestas fermé, aérodrome Bagnères de Luchon.</u>
Etape 15 20 juillet	Aérodromes Muret, Revel, Carcassonne.
Etape 16 22 juillet	Aérodromes Montpellier, Pic St Loup, Alès; Uzès, Orange PDD, Carpentras, Avignon.
Etape 17 23 juillet	Aérodromes Pierrelatte, Orange PDD, Valréas, Aubenasson, Montélimar, Valence.
Etape 18 24 juillet	Aérodromes Grenoble <u>Le Versoud</u> , St Rémy de Maurienne, altiport de Courchevel.
Etape 19 25 juillet	Aérodrome Albertville, altiport de Megève.
Etape 20 26 juillet	Aérodromes Bellegarde, Champagnole, Pontarlier.

Aerodromes of the stage towns : Consult the aeronautical information on the SIA website to find out about any restrictions not included in this document.

Flying over the race in geographically confined areas of the mountains

The flight of photographic helicopters in geographically confined mountainous areas requires specific airspace arrangements to be put in place in the form of Helicopter ZRTs.

In addition to facilitating the work of helicopters, these ZRT Helicopters are also designed to comply with the decree of 10 October 1957 relating to the overflight of built-up areas and gatherings of people or animals.

The vertical limits of the Helicopter ZRTs are the ground / 2000ft ground and the lateral limits are the protection at 1NM either side of the axis of the route followed by the Tour de France.

Helicopter ZRTs were set up on stages 5, 12, 13, 14, 18 and 19, mainly in confined areas and/or at the end of stages.

The timetables for these different ZRTs were calculated on the basis of the race itself.

The relay aircraft's movements are part of the control service provided by the DSNA's SNAs.

The following table summarises the stages with airspace arrangements as well as the links to the different schedules (Fast, Normal or Slow) on the Tour de France website:

Stage 5	Wednesday 9th July	Caen / Caen	NOTAM LFFA-R1386/25 https://www.letour.fr/fr/etape-5
Stage 12	Thursday 17th July	Auch / Hautacam	SUP AIP 116/25 https://www.letour.fr/fr/etape-12
Stage 13	Friday 18th July	Loudenvielle / Peyragudes	SUP AIP 117/25 https://www.letour.fr/fr/etape-13
Stage 14	Saturday 19th July	Pau / Luchon Superbagnères	SUP AIP 115/25 https://www.letour.fr/fr/etape-14
Stage 18	Thursday 24th July	Vif / Courchevel Col de La Loze	SUP AIP 121/25 https://www.letour.fr/fr/etape-18
Stage 19	Friday 25th July	Albertville / La Plagne	SUP AIP 122/25 https://www.letour.fr/fr/etape-19

Air users of CNFAS federations are invited to prepare their flights carefully and to take note of the information brought to their attention by aeronautical information.

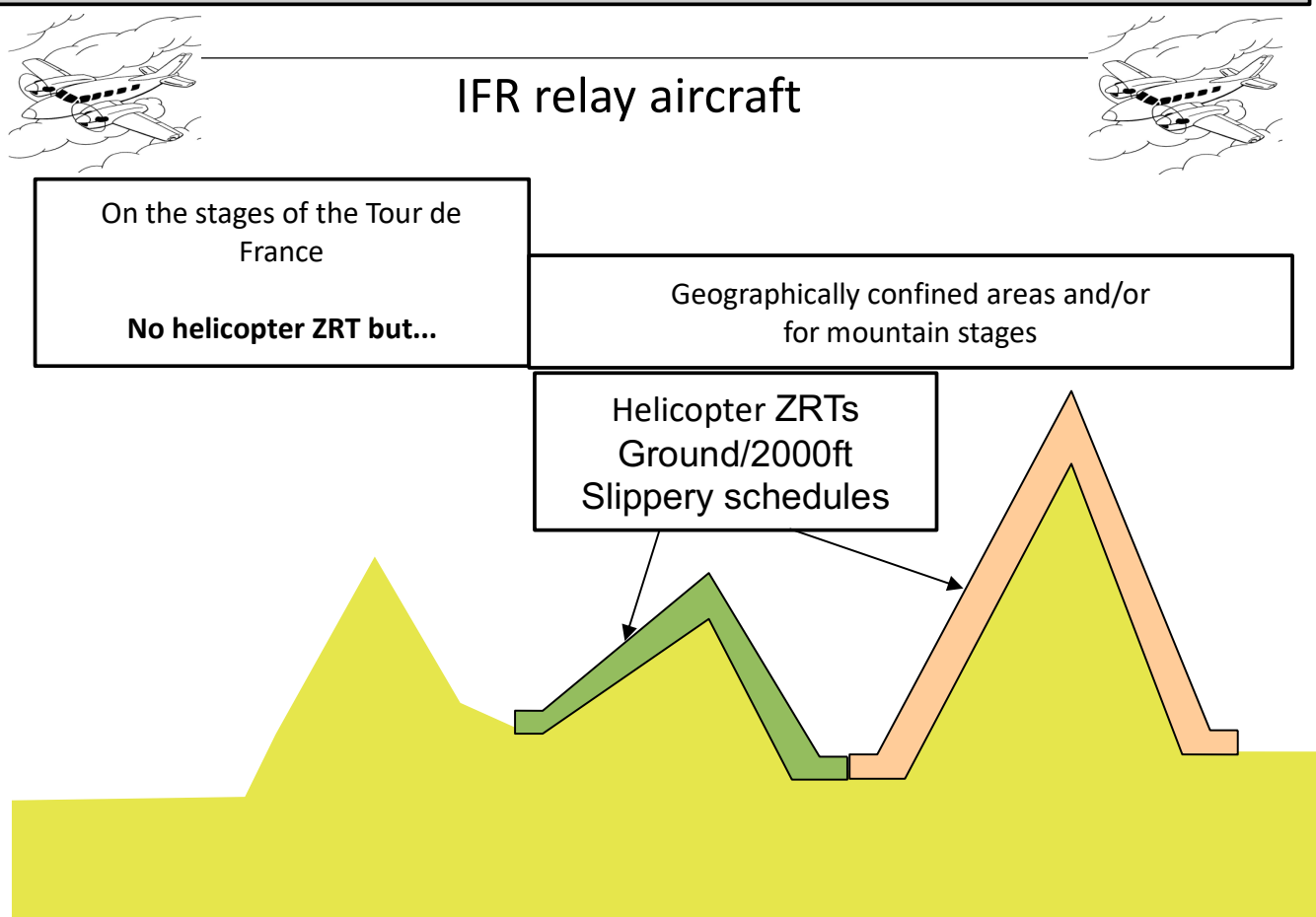
Airspace access procedures and the use of certain aerodromes located on or near the route can be consulted on the SIA website, in the form of SUP AIP, AIC or NOTAM.

Thanks

The CNFAS airspace group and the author of this document would like to thank all those who have worked to ensure the reasonable and responsible implementation of these measures, which, when properly proportioned, guarantee a high level of safety for 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 provisions.

SUMMARY DIAGRAM OF THE VARIOUS AIRSPACE SYSTEMS



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

Wednesday 9 July Stage 7 Caen / Caen NOTAM LFFA-R1386/25

Thursday 17 July Stage 12 Auch / Hautacam

https://www.sia.aviation-civile.gouv.fr/media/store/documents/file/l/f/lf_sup_2025_116_fr.pdf

Please note: 2 helicopter ZRTs from La Herrère.

Friday 18 July Stage 13 Loudenvielle / Peyragudes

https://www.sia.aviation-civile.gouv.fr/media/store/documents/file/l/f/lf_sup_2025_117_fr.pdf

Please note 1 helicopter ZRT + Peyresourde altiport closure.

Saturday 19 July Stage 14 Pau / Luchon Superbagnères

https://www.sia.aviation-civile.gouv.fr/media/store/documents/file/l/f/lf_sup_2025_115_fr.pdf

Note: 3 ZRT helicops from Luz St Sauveur.

Thursday 24 July Stage 18 Vif / Courchevel Col de La Loze

https://www.sia.aviation-civile.gouv.fr/media/store/documents/file/l/f/lf_sup_2025_121_fr.pdf

Remarks: 5 ZRT hélicos from Vizille.

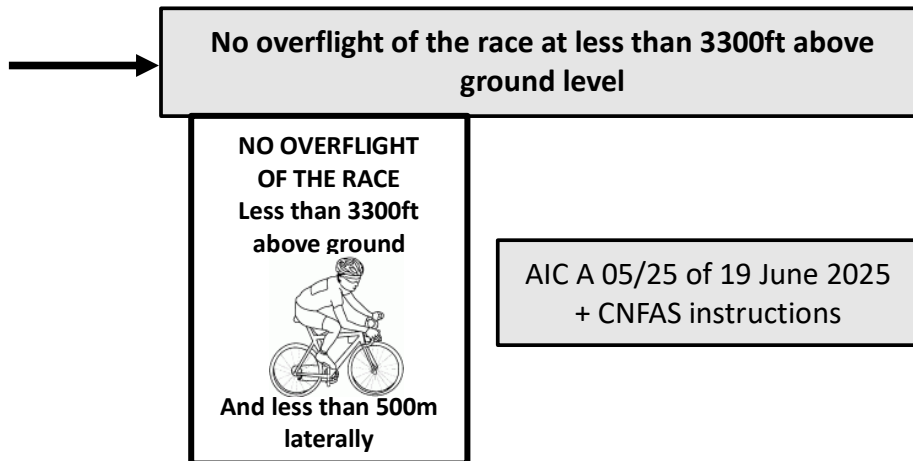
Friday 25 July Stage 19 Albertville / La Plagne

https://www.sia.aviation-civile.gouv.fr/media/store/documents/file/l/f/lf_sup_2025_122_fr.pdf

Remarks: 3 ZRT helicopters from Ugine.

IN SUMMARY ...

1/ FOR ALL STAGES...



2/ STAGES 5, 12, 13, 14, 18 and 19

Wednesday 9 July Leg 7 Caen / Caen NOTAM LFFA-R1386/25

Thursday 17 July Stage 12 Auch / Hautacam

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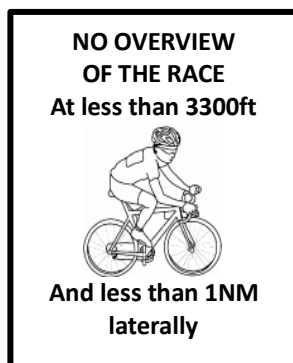
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