



SUBJECT : PARIS 2024 OLYMPIC AND PARALYMPIC GAMES - AVIATION SECURITY MEASURES

On the occasion of the Paris 2024 Olympic and Paralympic Games, IFR and VFR aerial activity is significantly modified in Ile de France region, from July 22 to August 11 then from August 26 to September 8, 2024.

Specific aviation security measures are implemented. Thus, aerial activities within the "ZIT Coubertin" and "ZRT JOP" areas take place according to the conditions defined in this AIC and in the complementary AIC specific to the points of contact.

To easily identify the feasibility of a flight, activities and temporary zones are each referenced by a color code which will make it possible to easily compare the authorization to plan a flight with the level of security.

For aviation security reasons, additional restrictions may be decided in real time by the military authorities, in particular through color codes, via confidence networks (called "réseaux de confiance" in this AIC).

The following activities are suspended :

All activities (with or without winching) of aerobatics, parachuting, gliders and motor gliders, paragliders (motorized or not), ULM without transponder (mode 3/A and C), gyroplanes, airships, balloons (free or tethered), hang gliders, and any other flying device (motorized or not) are suspended. Certain professional activities may exceptionally be authorized by the C3MOA (*Centre de coordination civil-militaire des opérations aériennes*).

Aeromodelling activities are possible exclusively on AEM locations listed in the AIP and located in ZRT JOP.

Activity in the glider zones of Mantes can be maintained, although contiguous to the ZRT JOP, as long as flights do not enter the ZRT.

Users are invited to read daily on the SIA website, or from the local "réseaux de confiance", the security level associated with each zone, as well as the modifying or additional NOTAMs published.

1 GENERALITIES

Information relating to ZIT COUBERTIN and ZRT JOP – see AIP SUP 096/24 available on the website www.sia.aviation-civile.gouv.fr.

Nota: For the opening ceremony, July 26, 2024, specific restrictions brought to the attention of users by AIP SUP 095/24 apply within the ZIT CEREMONIE.

Reminder: offenses incurred in the event of flying over a prohibited area

In accordance with the *Code des transports* (article L 6211-4 and L 6211-5), the aircraft which enters the prohibited zone without being authorized to do so must, as soon as it becomes aware of it, land at the nearest aerodrome located outside this zone. If he is seen in flight, he must comply with the first injunction, slow down, descend to the imposed altitude and land at the indicated aerodrome.

Offenses relating to flying over prohibited areas (article L 6232-2) are punishable by a fine of 15,000 euros to 45,000 euros and/or imprisonment of six months to one year.

In addition, the public authority may detain on site the aircraft with which any violation of the provisions of the *Code des transports* has been committed, and the pilot may be subject to legal proceedings.

2 TERMS RELATING TO PENETRATION AND EVOLUTION IN ZIT COUBERTIN AND ZRT JOP

The general principle is a three-phase authorization to fly:

- request for pilot approval,
- flight intention filing,
- issuance of a flight authorization including the allocation of a transponder code.

- Commercial IFR flights (excluding general and business aviation) to/from Paris-Orly, Paris-CDG and Paris-Le Bourget aerodromes, as well as all IFR or CAM I flights to/from Villacoublay-Vélizy aerodrome, are not affected by these concepts of approvals and flight intentions.

- IFR business aviation flights¹ to/from Paris-Orly, Paris-CDG and Paris-Le Bourget aerodromes must submit a flight intention to the FBO² no later than 2 hours before take-off. The FBOs forward the list of passengers and crew members to the Police de l'Air et des Frontières (PAF), and the flight intentions of potentially accepted flights to the C3MOA.

¹ Business aviation = passenger transport or installation flight for the purpose of passenger transport, on demand, non-commercial or non-scheduled commercial using an aircraft with a maximum take-off weight (MTOW) greater than 3.5 T.

² Fixed-Based Operator.

- IFR business aviation flights to/from Pontoise, Melun and Paris-Saclay-Versailles (ex Toussus-le-Noble) aerodromes must file their flight intentions with the FBO no later than 4 hours before takeoff. The FBOs forward the list of passengers and crew members to the Gendarmerie des transports Aériens (GTA) and the flight intentions of potentially accepted flights to the C3MOA.

- Other general aviation flights in IFR GAT (excluding aerial work) wishing to operate in the "ZIT COUBERTIN" and/or "ZRT JOP" must submit their flight intention to the *réseau de confiance* on which they depend, giving 7 days' notice.

- IFR GAT or VFR aerial work flights wishing to operate in the ZIT and/or ZRT must submit their request to the relevant SNA/RP control organization with 7 days' notice. The latter will forward the list of potentially accepted flights to the C3MOA by D-4 at the latest.

- VFR or CAM V flights to/from Villacoublay-Vélizy aerodrome must submit their request to the Villacoublay ESCA. The latter sends the C3MOA the list of potentially accepted flights by D-4 at the latest. As the filing of flight intentions complies with current procedures, they are not specified in paragraph 2.3.

- For other VFR flights (excluding aerial work), the *réseaux de confiance* deployed at departure and/or arrival aerodromes within the "ZRT JOP" or "ZIT COUBERTIN", are the entry points for flight intention filings, which must reach them by D-7 at the latest. The *réseaux de confiance* are in charge of the first-level analysis of the feasibility of the request, and transmits the flight intentions by D-4 at the latest to the C3MOA (as defined in §2.3), which is responsible for validating them.

During flight operations, the *réseaux de confiance* ensure that the authorizations issued by the C3MOA correspond to the flights carried out, and reports any discrepancies to the C3MOA as soon as possible. The member of the local network of trust present on the airfield during operations is the main point of contact for users.

2.1. Classification of different activities

Depending on the nature of the activity declared by the pilot, it will be assigned one or more colored chips: GREEN / YELLOW / RED / ECARLATE.

The color chips assigned are defined in the table below, for guidance only :

	VERT	JAUNE	ROUGE	ECARLATE
Leisure activities	+			
Flying schools	+	+		
Aerial work / business aviation	+	+	+	
Government services other than DPSA (defense/gendarmerie/police)	+	+	+	
Mandated flights for filming and media coverage	+	+	+	+
Emergency services (SAMU, EVASAN/EVAMED, organ transport) and FAGN flights	+	+	+	+
DPSA aircraft	+	+	+	+

2.2. Request for pilot approval

Approximately 2 months before the start of the games, each pilot must submit a request for approval by e-mail to the *réseaux de confiance* in order to facilitate the subsequent processing of flight intentions.

This request for approval is especially imperative for:

- Flying to/from Issy les Moulineaux (LFP),
- Companies carrying out potentially unscheduled missions (SAMU, SEC CIV, etc.).

The request must include:

- Pilot information :
 - NAME, FIRST NAME of pilot
 - Date and place of birth
 - Pilot's license number
 - Full postal address
 - Contact e-mail address
 - Contact cell phone number.
 -
- Other information :
 - Parking airfield
 - Type of activities carried out
 - Aircraft registration (multiple registrations are possible).

Nota : contact addresses for *réseaux de confiance* are specified in § 6.

2.3. Filing a flight intention

All pilots wishing to fly in the "ZIT COUBERTIN" and/or "ZRT JOP" must file a flight intention for each flight.

The flight intention must specify:

- NAME, FIRST NAME, date and place of birth of the pilot
- LAST NAME, FIRST NAME, date and place of birth of passenger(s)
- Departure aerodrome: date and time
- Arrival aerodrome: date and time
- Entry/exit points published in AIP SUP 096/24 and estimated times of passage
- Type and registration of aircraft used
- Contact e-mail address
- Contact cell phone number.

a) In the case of **flight intentions filed with the *réseaux de confiance* or an SNA/RP control organization**: the filing deadline is set at D-7 at the latest. After initial analysis, the *réseau de confiance* or SNA/RP control organization forwards them to the C3MOA for final approval by D-4 at the latest.

b) In the case of **flight intentions filed with the FBO**: submission deadlines are set out in §2. After initial analysis, the FBOs forward them without delay to the C3MOA for final approval.

Nota : contact addresses for *réseaux de confiance* are specified in § 6.

2.4 Flight authorization

On D-1, the C3MOA publishes and distributes the list of authorized flights to all stakeholders: users, relevant *réseaux de confiance* and operational control centers. This list is dynamically updated as required.

Nota : Depending on security conditions and the evolution of the threat, the C3MOA may suspend authorizations without notice.

2.5 Flight plan filling

A flight plan must be filed for all flights in the "ZIT COUBERTIN" and "ZRT JOP" (except for urgent or exempt missions). Field 18 of the flight plan must include: the references of the flight authorization obtained and, where applicable, the diplomatic overflight clearance (for foreign aircraft).

Nota : If the FPL is submitted before the flight authorization is obtained, it must be modified before the flight, to include the authorization reference in field 18.

2.6 Unplanned activities (emergencies)

Units and companies involved in potentially urgent activities (*civil security, emergency services, etc.*) follow the approval process mentioned in §2.2. To this end, the registration of aircraft, the identity of pilots and crew members (if known) likely to intervene in the zone, is transmitted to the C3MOA.

When an unplanned emergency situation is triggered, the registration of the aircraft(s) and the identity of the pilots, crew members and passengers are transmitted without delay to the C3MOA so that the flight can be included in the planning.

2.7 Radio contact

For all flights, the pilot establishes radio contact with the usual ATS organization before setting off, or before entering the "ZIT COUBERTIN" and/or "ZRT JOP", in order to take into account any additional instructions.

In the absence of an ATS organization on the aerodromes located in the "ZRT JOP" (for departure and/or after landing), contact is made by telephone with the local *réseau de confiance* correspondent (see contact details listed in §6).

The elements to be communicated are as follows:

- Flight authorization reference
- Registration or call sign
- Aircraft type
- Type of mission

2.8 Transponder code

The transponder code 3/A transmitted with the flight authorization must be displayed before entering the "ZIT COUBERTIN" and/or "ZRT JOP".

3 AUTHORIZED FLYING ACTIVITIES

A table summarizing activities is provided in §7.

3.1 Activity 1

Emergency, sanitary, organ transport, assistance, rescue, public safety, DPSA-related missions whose execution is incompatible with the bypassing of the "ZIT COUBERTIN" and/or "ZRT JOP".

The procedures and deadlines to be respected are summarized in the table below.

As soon as the mission is known, and before takeoff in order to confirm the latest elements, the pilot, the operators or the operations centers confirm the flight intention to the C3MOA by telephone.

In return, the C3MOA issues the flight authorization, assigning a 3/A transponder code to be displayed permanently during the mission in "ZIT COUBERTIN" and/or "ZRT JOP".

Filling an intention to fly to C3MOA	YES As soon as possible	
Planned activities	Y E S	Flight schedules sent to C3MOA as soon as possible by e-mail.
	N O	Flight intentions sent to C3MOA as soon as possible by telephone.
Flight plan filling	NOT REQUIRED	

3.2 Activity 2

Priority missions whose execution is incompatible with bypassing the "ZIT COUBERTIN" and/or "ZRT JOP" (e.g. aerial work, surveillance of electric lines, gas and oil pipelines).

The procedures and deadlines to be met are summarized in the table below.

Pilots, operators, operations centers or the correspondent of the thematic *réseau de confiance* submit their flight intentions by D-7 at the latest, to the SNA/RP control organization, which forwards accepted flights to the C3MOA by D-4 at the latest.

In return, the C3MOA issues the flight authorization, assigning a 3/A transponder code to be displayed permanently during the mission in "ZIT COUBERTIN" and/or "ZRT JOP".

Filling an intention to fly to C3MOA	YES	
Planned activities	Y E S	Flight schedules sent to SNA/RP no later than D-7 (which will transmit to the C3MOA no later than D-4).
	N O	Flight intentions sent to C3MOA as soon as possible by telephone.
Flight plan filling	As defined in the flight authorization.	

3.3 Activity 3

Flights carried out within the framework of the Olympic and Paralympic Games by OBS, or by companies appointed by OBS, on authorized trajectories.

Filling an intention to fly to C3MOA	YES
Flight plan filling	As defined in the protocol

3.4 Activity 4

Flights of aircraft based (or having performed an "empty landing" at Pontoise, Paris-Saclay-Versailles (*ex Toussus-le-Noble*), Melun) at the following airfields / helipads:

- Pontoise Corneilles en Vexin (LFPT),
- Persan Beaumont (LFPA),
- Le Plessis Belleville (LFPP),
- Meaux Esbly (LFPE),
- Melun Villaroche (LFPM),
- La Ferté Alais (LFFQ),
- Les Mureaux (LFXU),
- Lognes (LFPL),
- Paris-Saclay-Versailles (*ex Toussus-le-Noble*) (LFPN),
- Saint Cyr (LFPZ),
- Chavenay (LFPX),
- Issy les Moulineaux (LFPI),
- Brétigny.

Filling an intention to fly to C3MOA	YES According to the deadlines defined in §2 of this AIC
Flight plan filling	YES, usual deadlines (except if activity is limited to runway pattern)

IFR: follow published and authorized flight paths.

VFR: arrivals and departures must take place via the entry and exit points listed in Appendix I of AIP SUP 096/24. Any other trajectory may be considered as a potential threat.

Nota 1: flights are suspended on the St-Cyr aerodrome from H-2 to H+2 for the Olympic and Paralympic equestrian events, and on the Paris-Saclay-Versailles (*ex Toussus-le-Noble*) aerodrome from H-2 to H+2 for the Olympic golf events. The timetable for the suspension of activity will be published by NOTAM.

Nota 2: Only helicopters based (or considered as such) at Issy-les-Moulineaux, and pilots who have obtained the appropriate authorizations, are authorized to make flights to/from Issy-les-Moulineaux.

3.5 Activity 5

Flights by aircraft not based on the A/D defined in §3.4, departing from an aerodrome outside the "ZIT COUBERTIN" or "ZRT JOP" and bound for an aerodrome in the "ZIT COUBERTIN" or "ZRT JOP".

Details of the various activities are given in the summary table in § 7.

Filling an intention to fly to C3MOA	YES via the <i>réseau de confiance</i> correspondent, no later than D-7
Flight plan filling	YES, usual deadlines

IFR: follow published and authorized flight paths.

VFR: arrivals and departures must take place via the entry and exit points listed in Appendix I of AIP SUP 096/24. Any other trajectory may be considered as a potential threat.

Nota : for VFR flights, an intermediate landing at Melun or Pontoise aerodrome is imperative, before reaching the final destination aerodrome for security checks of passengers and crew by the GTA.

IFR flights bound for Paris-Saclay-Versailles (*ex Toussus-le-Noble*) will be able to join the aerodrome directly. The Paris-Saclay-Versailles (*ex Toussus-le-Noble*) GTA will carry out security checks on arrival.

3.6 Activity 6

Flights to/from Villacoublay-Vélizy aerodrome.

Filling an intention to fly	NO for IFR or CAM I YES for VFR or CAM V flights, to ESCA Villacoublay no later than D-4
Flight plan filling	YES, usual deadlines

IFR: follow published and authorized flight paths.

VFR: follow the instructions of the ATC organism.

Nota : Non-based and/or non-operational VFR flights will not be accepted by ESCA Villacoublay.

3.7 Unmanned aircraft flights

3.7.1 Flights in « ZRT JOP »

The usual procedures apply. Declarations or requests are to be made to the competent prefectures and to the SNA/RP control organism when concerned.

3.7.2 Flights in « ZIT COUBERTIN »

Unmanned aircraft flights are prohibited in the ZIT Coubertin, with the following exceptions:

- State aircraft and aircraft filming for the JOP2024, holding a C3MOA authorization valid throughout the ZIT COUBERTIN;
- Unmanned aircraft for professional use, holding a C3MOA authorization valid throughout the ZIT COUBERTIN, excluding the LF-P23.

In order to carry out their missions, telepilots are required to comply with the following terms and conditions :

➤ For plannable activities

Requests must reach the C3MOA and SNA/RP control organisms (via the usual tools) no later than 7 days before the planned flight.

The following documents must be attached to applications :

- Company SIREN number,
- Telepilot's license,
- Number and type of drone, serial number of each drone,
- Flight controller number (remote control settings tab) and e-mail address associated with the account registered with the drone manufacturer,
- Certificate of insurance,
- Mission letter,
- Contact details of all telepilots,
- Maximum flight altitude,
- Coordinates of working area.

At least 1 hour before the start of the mission, the remote pilot calls the counter-UAS operational center (COLAD3 or 2), as well as at the end of the flight.

➤ For plannable activities (emergencies)

Drones likely to be used for unannounced missions (Police, RAID, Gendarmerie Nationale, GIGN, SDIS, SAMU, RATP, SNCF, armed forces, etc.) must be registered with C3MOA/COLAD2.

To do this, the telepilot sends to the C3MOA the type of drone, the serial number, the flight controller number and the telepilot's contact details.

Before the start of the flight, the telepilot communicates the drone's position and flight intentions to the C3MOA and COLAD2.

Nota : if the intervention takes place in the airspace of a controlled aerodrome, the usual coordination rules with ATS remain in force.

3.8 Diplomatic flights

Diplomatic flight status with landing/takeoff in the "ZIT COUBERTIN" or "ZRT JOP" can only be granted to aircraft meeting the following conditions:

- State aircraft covered by the annual diplomatic overflight authorization issued for calendar year 2024 by the Ministry of Europe and Foreign Affairs (MEAE) to the requesting foreign state;
- State aircraft or aircraft chartered by the requesting foreign state and not covered by an annual authorization.

Notifications and requests for diplomatic overflights should be sent exclusively through foreign diplomatic representations in France, to the MEAE :

- to Protocol, exclusively for transporting heads of state and government;
- to the *Bureau des survols et escales navales* (BSEN), for all requests for diplomatic overflights.

Notifications and requests for diplomatic overflights must be sent exclusively via foreign diplomatic representations in France to the MEAE, and must include a verbal note, whose content will be specified by the MEAE, and the diplomatic overflight request/notification form.

The notification/request must be sent to the MEAE at least 24 working hours* before takeoff (for a notification covered by an annual authorization) or 48 working hours* (for an occasional authorization request).

All requests sent between Monday and Friday between 5:30 pm and 9:00 am, on weekends or public holidays, and requiring urgent handling, must also be sent to the crisis and support center. However, such requests must be exceptional and justified by absolute necessity.

The MEAE's agreement will be expressly confirmed by the BSEN to embassies for notifications and requests for diplomatic overflights in the "ZIT COUBERTIN" / "ZRT JOP".

Decree of January 20, 2017 approving interministerial instruction no. 111 laying down the rules for overflights of French territory with or without a stopover by foreign state aircraft and circular verbal note no. 2023-0459132 of October 25, 2023 will continue to apply for overflights outside the "ZIT COUBERTIN" / "ZRT JOP".

* Working days are from Monday to Friday.

4 CONTACT ORGANIZATIONS FOR AVIATION SECURITY ISSUES

BEFORE JULY 18, 2024

Commandement de la Défense aérienne et des Opérations aériennes
Brigade Aérienne de la Posture Permanente de Sûreté
Centre National des Opérations aériennes - Division DPSA
Base Aérienne 942 de Lyon Mont-Verdun
Phone : +33(0)4 87 65 57 58
E-mail : c3moa-jo.paris.fct@def.gouv.fr

FROM JULY 18, 2024

Centre de coordination civil-militaire des opérations aériennes (C3MOA)
Phone : +33(0)1 41 44 59 98 or +33(0)1 41 44 59 96 or +33(0)6 16 33 92 09
E-mail : c3moa-jo.paris.fct@def.gouv.fr

5 SPACE AND AIR FORCE LIAISON DETACHMENT IN « ILE DE FRANCE » REGION

- Paris-le Bourget (LFPB)
- Le Plessis Belleville (LFPP)
- Meaux Esbly (LFPE)
- Lognes Emerainville (LFPL)
- Melun Villaroche (LFPM)
- Paris Orly (LFPO)
- La Ferté Alais (LFFQ)
- Issy-les-Moulineaux (LFPI)
- Paris-Saclay-Versailles (ex *Toussus-le-Noble*) (LFPN)
- Pontoise Corneilles en Vexin (LFPT)
- Persan-Beaumont (LFPA)
- Les Mureaux (LFXU)
- Saint Cyr (LFQA)
- Chavenay (LFPX)

6 POINTS OF CONTACT OF « RESEAUX DE CONFIANCE » AND « COLAD » OF REFERENCE

Please refer to the additional AIC dedicated to "réseaux de confiance" and COLAD contact points.

7 SUMMARY OF SPECIFIC PROVISIONS BY ACTIVITY AND AERODROME

	Flight intention filling	Flight plan required	Comments
ACTIVITY 1 Emergency, sanitary, organ transport, assistance, rescue, public safety, DPSA-related missions whose execution is incompatible with bypassing the « ZIT COUBERTIN » and / or « ZRT JOP ».	YES	NO	

ACTIVITY 2 Priority missions whose execution is incompatible with bypassing the « ZIT COUBERTIN » and / or « ZRT JOP » (e.g. aerial work, electric line surveillance, gas and oil pipelines).	YES	As defined in the flight authorization	
ACTIVITY 3 Flights carried out during the Olympic Games by OBS or by companies appointed by OBS.	YES	As defined in the protocol	
ACTIVITY 4 Flights of aircraft based (or having performed an "empty landing" at Pontoise, Paris-Saclay-Versailles(ex Toussus-le-Noble), Melun), on the following airfields / helipads : <ul style="list-style-type: none"> - Pontoise Corneilles en Vexin (LFPT), - Persan Beaumont (LFPA), - Le Plessis Belleville (LFPP), - Meaux Esbly (LFPE), - Melun Villaroche (LFPM), - La Ferté Alais (LFFQ), - Les Mureaux (LFXU), - Lognes (LFPL), - Paris-Saclay-Versailles (ex Toussus le Noble) (LFPN), - Saint Cyr (LFPZ), - Chavenay (LFPX), - Issy Les Molineaux (LFI), - Brétigny. 	YES	IFR and VFR : YES, usual deadlines (except if activity is limited to runway pattern)	IFR : follow published and authorized flight paths with usual ATC organism. Only helicopters based at Issy-lesMolineaux or similar, and pilots who have obtained the appropriate authorizations, are authorized to make flights to / from Issy-les-Molineaux. VFR arrivals and departures must take place via the entry and exit points listed in Appendix I of AIP SUP 096/24. A direct return to the parking or departure AD is possible without a stopover at Melun, Pontoise or Paris-Saclay-Versailles if carried out during the day with the same people on board (e.g. Toussus-le-Noble). Two flight intentions must be filled (one for departure, the other for return). Nota : Covers, for example, the case of flight schools with 2 students on board, who can swap places on one of the intermediate landings.
ACTIVITY 5 A - IFR direct Direct IFR flights only to Melun, Pontoise or Paris-Saclay-Versailles (ex Toussus le Noble) airfields.	YES	IFR : YES, usual deadlines	IFR : follow published and authorized flight paths with usual ATC organism.
ACTIVITY 5 B - VFR direct Direct VFR flights only possible to Melun or Pontoise airfields.	YES	VFR : YES, usual deadlines	VFR arrivals and departures must take place via the entry and exit points listed in Appendix I of AIP SUP 096/24.
ACTIVITY 5 C - VFR with mandatory STOPOVER The two possible mandatory stopover airports are Pontoise and Melun, located in "ZRT JOP". The stopover is intended to satisfy security checks before accessing the following aerodromes : <ul style="list-style-type: none"> - Persan Beaumont (LFPA), - Le Plessis Belleville (LFPP), - Meaux Esbly (LFPE), - La Ferté Alais (LFFQ), - Les Mureaux (LFXU), - Lognes (LFPL), - Paris-Saclay-Versailles (ex Toussus-le-Noble) (LFPN), - Saint Cyr (LFPZ), - Chavenay (LFPX). 	YES	VFR : YES, usual deadlines	VFR arrivals and departures must take place via the entry and exit points listed in Appendix I of AIP SUP 096/24. Two different flight intentions must be filled. The first one to fly to Melun or Pontoise. A second one, separate from the first, to fly from Melun or Pontoise, to the final destination.
ACTIVITY 6 Flights from / to Villacoublay-Vélizy airport.	IFR and CAM I : NO VFR and CAM V : YES	IFR and VFR : YES, usual deadlines	IFR and CAM I : follow published and authorized flight paths. VFR and CAM V : follow clearance of ATC.

Deadlines to file a flight intention are specified paragraph 2.