



Paris 2024: Preparations for the Olympic Games

With less than 2 months to go before the Paris 2024 Summer Olympic Games begin on 26 July, EUROCONTROL is working closely with the French Directorate for Air Navigation Services (DSNA) and neighbouring Air Navigation Service Providers to ensure smooth operation of the European aviation network and to facilitate travel for participants, Heads of State and the public throughout the Olympic period.

For the network, 26 July, the day of the Opening Ceremony, is expected to be the most challenging day due to airspace closure over Paris.

However, during the Olympic period, thanks to good advance planning, the overall impact on operations at network level should be limited.

Paris 2024

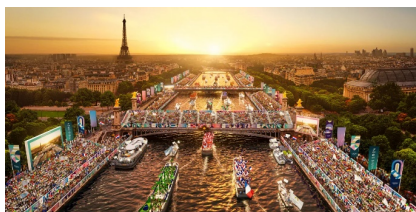


The 2024 Summer Olympics (also known as Paris 2024) are taking place **from Friday 26 July to Sunday 11 August 2024**, while the Paralympic Games will take place from 28 August to 8 September 2024.

PARIS 2024 For this event, France is expecting billions of television viewers worldwide, 350,000 hours of TV broadcast, millions of spectators, 41 venues, 10,500 athletes, 20,000 accredited journalists and 31,500 volunteers¹.

Paris will be the main host city but events will also take place in 16 other cities spread across metropolitan France as well as Tahiti in French Polynesia (Pacific).

The **Opening Ceremony** will be held in the heart of Paris, along its main artery, the Seine, **on Friday 26 July starting at 20h24**.



The parade, composed of 160 boats for each national delegation will follow the course of the Seine, from east to west over 6 km. It will depart from the Austerlitz bridge and stop at the Léna bridge in front of the Eiffel Tower and the Trocadéro for the grand finale.

The **Closing Ceremony** will take place **on Sunday 11 August 2024 starting at 20h00** in the Stade de France (North of Paris).

Planned measures

The specific characteristics of the Paris Opening Ceremony (its location on the Seine River with up to 326,000 spectators, as well as the presence of Heads of State) require specific security measures.

The impact of those measures on air traffic is being managed in coordination between EUROCONTROL Network Manager, the French authorities, other impacted Air Navigation Service Providers airlines, airports and the military. The measures notably cover the establishment of a temporary prohibited area over Paris with a radius of around 80 NM with no altitude limit on Friday 26 July for 6 hours around the opening ceremony, from 16h30 to 22h00 local time.

This will impact some overflights as well as the main airports around Paris: Paris Charles-de-Gaulle, Paris Orly, Paris Le Bourget and Beauvais.

Planning and coordination between EUROCONTROL and the DSNA to manage this from a European aviation network perspective began in Summer 2023 and will continue up to and during the Games themselves.

The main measures that are needed to ensure predictability for airspace users and the directly impacted air traffic control centres are already in place.

A few airports will be exceptionally coordinated² between mid-July and mid-August (Marseille, Paris Le Bourget, Beauvais, Lille and Bordeaux). All the necessary Aeronautical Information for these restrictions has already been updated and shared with operational users³.



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In the Paris region, extensive preparatory work is being done at Paris Charles de Gaulle Airport to facilitate the arrival of the national delegations with their equipment. While no special provisions have been made at the airport for arrivals (which will be staggered), the peak number of departures is expected just after the closing ceremony. A specific terminal will be dedicated to departing athletes.

A few eVTOL flights will also take place during the Games but these will not affect the aviation network.

London 2012 – last Games in Europe

The London 2012 Olympic Games and Paralympic Games took place between 27 July – 12 August and 29 August – 9 September respectively, with the Olympic football starting early on 25 July.

According to an official report from the UK Department for Transport⁴, the anticipated increase in traffic at UK airports, including airports in the South-East, did not materialise. In July and August, the total number of terminal passengers (arrivals and departures) was lower in 2012 than in 2011 at UK airports overall, as well as at Heathrow, Stansted and London City.

There were a few small peaks in the daily arrivals and departures for the London airports at key times, for example, an increase in departures after the Olympic closing ceremony, but these don't stand out compared to the normal daily flows at the time.

The London Olympics did not have any marked effect on the punctuality of flights at UK airports. Punctuality fluctuated slightly or remained the same at different airports in different months compared to the previous year.

Coordination and planning

Special events in the core of Europe, such as the Olympic and Paralympic Games, require careful preparation to ensure smooth operations, and to facilitate the access of the participants, Head of States and the public to the event while limiting the impact on the network.

This requires actions at strategic and tactic level, notably to prepare in detail all the measures to be implemented during

some specific periods, notably during the opening and closing ceremonies.

The **EUROCONTROL Network Manager (NM) is working closely with France and its Directorate for Air Navigation Services (DSNA)** and neighbouring Air Navigation Service Providers at both strategic and tactic level to collaboratively assist, forecast, plan and coordinate actions to ensure smooth and efficient operations for the European aviation network during the Games.

At strategic level, the cooperation started at the end of the Summer 2023 with regular and frequent exchanges and meetings on updated traffic outlook, updated capacity situation, evaluation of the number of flights that have to be cancelled or rescheduled on the opening ceremony day, as well as network measures and scenarios.

At tactical level, standard co-ordination will be in effect with specific teleconferences hosted throughout the period for any tactical situation that warrants it (i.e. actual traffic situation different the planned one, significant weather events etc.). EUROCONTROL will host DSNA experts in the Operations Centre at its Brussels Headquarters (NMOC), and planning is underway to position colleagues from neighbouring ANSPs also inside the NMOC for key periods, such as the days around the opening.

Overall, as was the case for the London Olympic Games in 2012, EUROCONTROL does not expect significant additional traffic during the Olympic period as spectators and competitors in general arrive in a stepped manner. The vast majority of spectators will be using the regular scheduled flights, for which airlines have adjusted their capacity.

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¹ <https://www.paris2024.org/en/>

² Airports where airline demand exceeds the capability of the airport require a level of coordination to manage demand. Planned flight times are adjusted so demand remains within airline and passenger service level expectations.

³ SUP AIP METROPOLE n°095/2024, n°096/2024 and AIC METROPOLE n°07/24.

⁴ Transport Statistics Great Britain 2012 – Department for Transport - Spotlight on Transport Statistics during the London 2012 Olympic Games and Paralympics.