






Guide des aires
de sécurité

Pyrenées - 2020

Préambule

- Ce document est destiné aux pilotes de planeur qui fréquentent les Pyrénées, pour leur communiquer diverses informations sur les terrains qu'ils peuvent utiliser en cas de difficulté.
- Nous espérons qu'il vous accompagnera lors de vos vols au-dessus de ce beau massif et qu'il vous permettra d'effectuer de grands vols en toute sécurité.
- Mais n'oubliez pas : ce recueil n'est qu'un outil. Il ne remplacera jamais la préparation du vol et un repérage personnel sur place.
- Il ne s'agit pas d'un document aéronautique !
- Les renseignements fournis le sont à titre indicatif et ne remplacent donc pas la documentation officielle. Ils ne sauraient engager la responsabilité de l'auteur et encore moins celle des propriétaires des champs.
- Le commandant de bord, est le seul responsable de la préparation et de la conduite de son vol.
- Tous les terrains n'offrent pas le même « confort », quelques-uns présentent des difficultés particulières. Certains ne sont pas utilisables à certaines périodes de l'année à cause de leur culture ou par certaines conditions météo.
- Un système de cotation, avec des étiquettes de couleur, fournit une indication qui ne saurait se substituer à l'expérience ni au niveau de pilotage du commandant de bord.

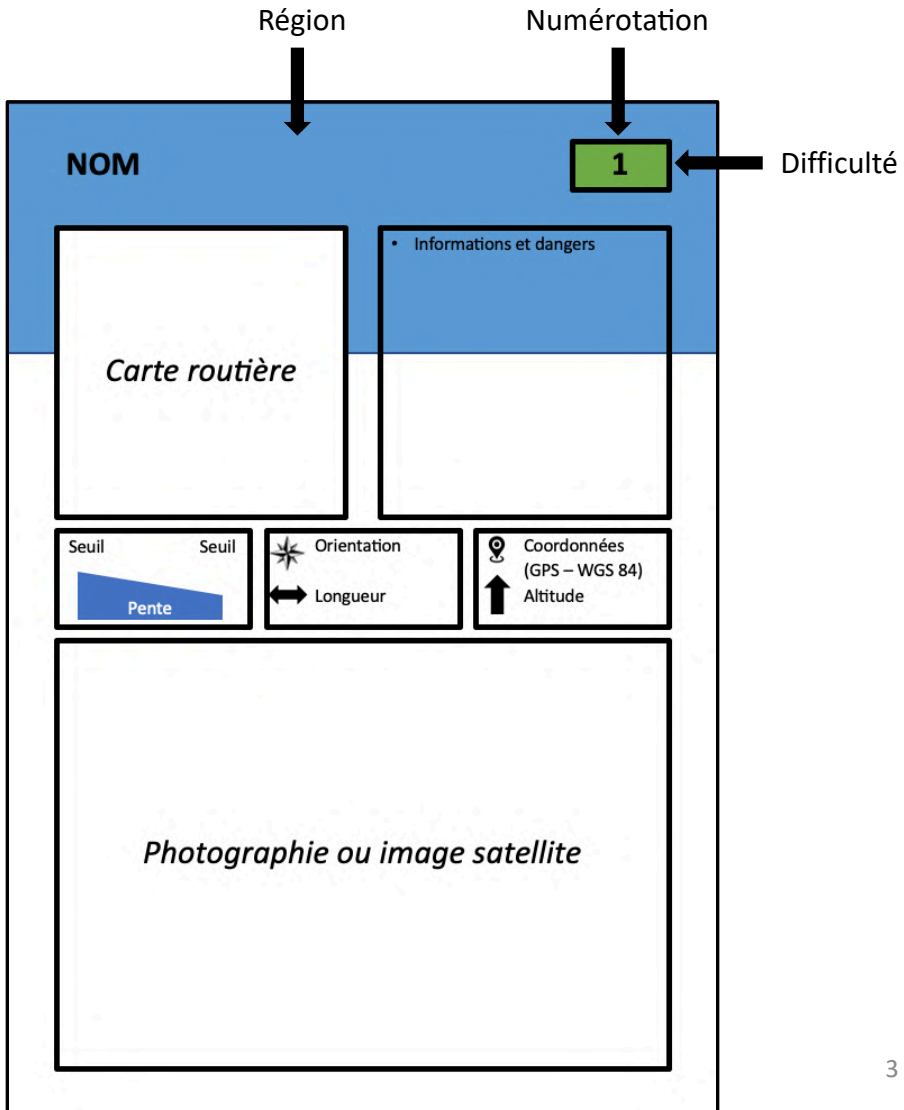
	Champ sans difficulté particulière, adapté à tous les machines
	Champ avec une ou plusieurs difficultés
	Champ difficile, pas forcément utilisable avec les grandes plumes

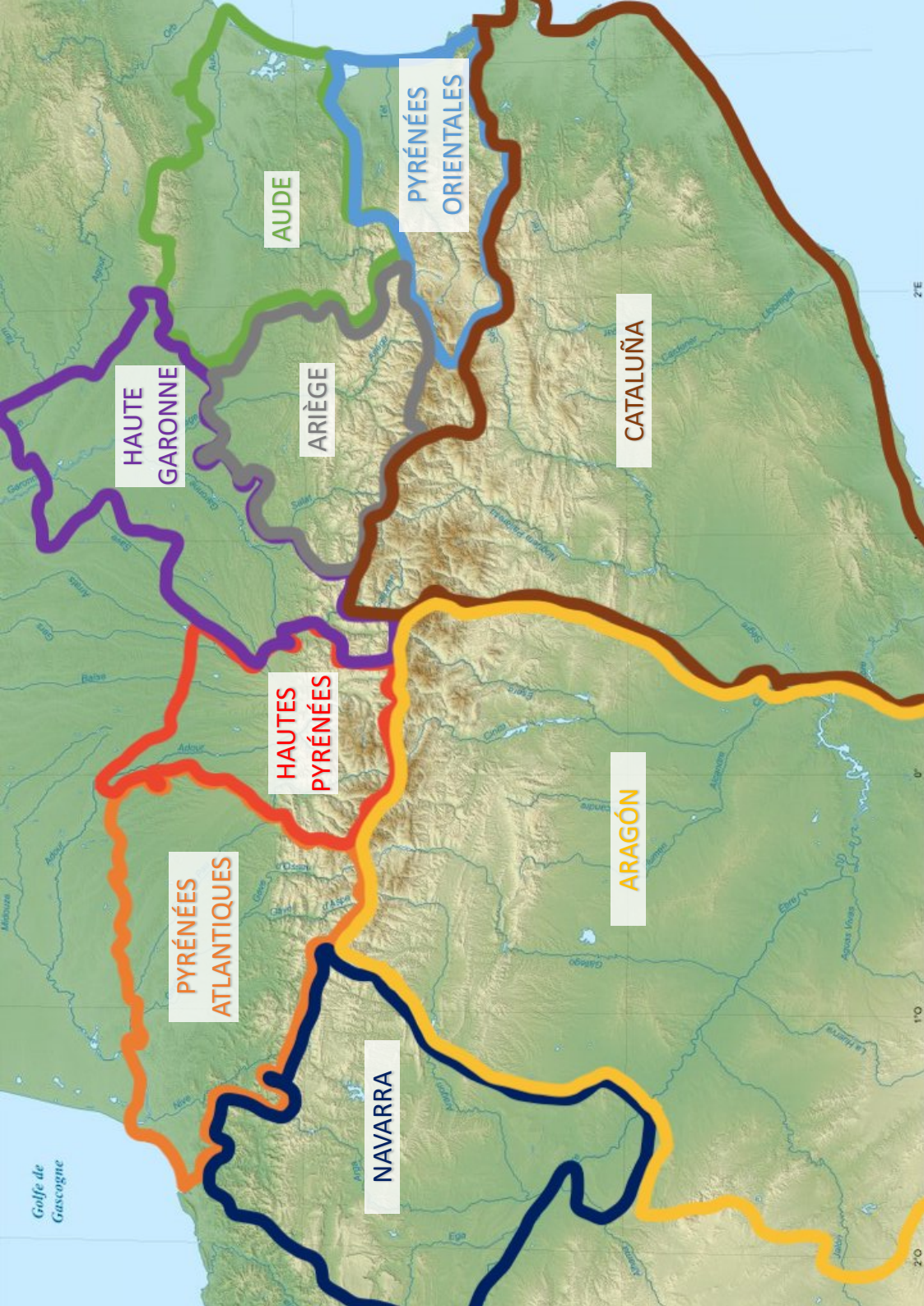
- Ce guide se veut évolutif. Il sera réédité chaque année grâce à vos retours d'expérience à l'adresse : arthur.zalkind@gmail.com
- La dernière version, ainsi que le fichier informatique associé sont téléchargeables ici :

<https://www.les-planeurs-de-puivert.net/espace-membres/champs-vachables/>

Utilisation

- Les limites du terrain sont représentées par un trait rouge.
- Les clôtures, lignes électriques et autres obstacles sont représentés par un trait jaune.
- Les aires de sécurité sont regroupées par régions géographiques avec un code couleur associé.
- Au sein de chaque région, les aires sont positionnées et repérées par un numéro unique qui figure sur la carte.





HAUTE
GARONNE

AUDE

PYRÉNÉES
ORIENTALES

CATALUÑA

ARIÈGE

HAUTES
PYRÉNÉES

ARAGÓN

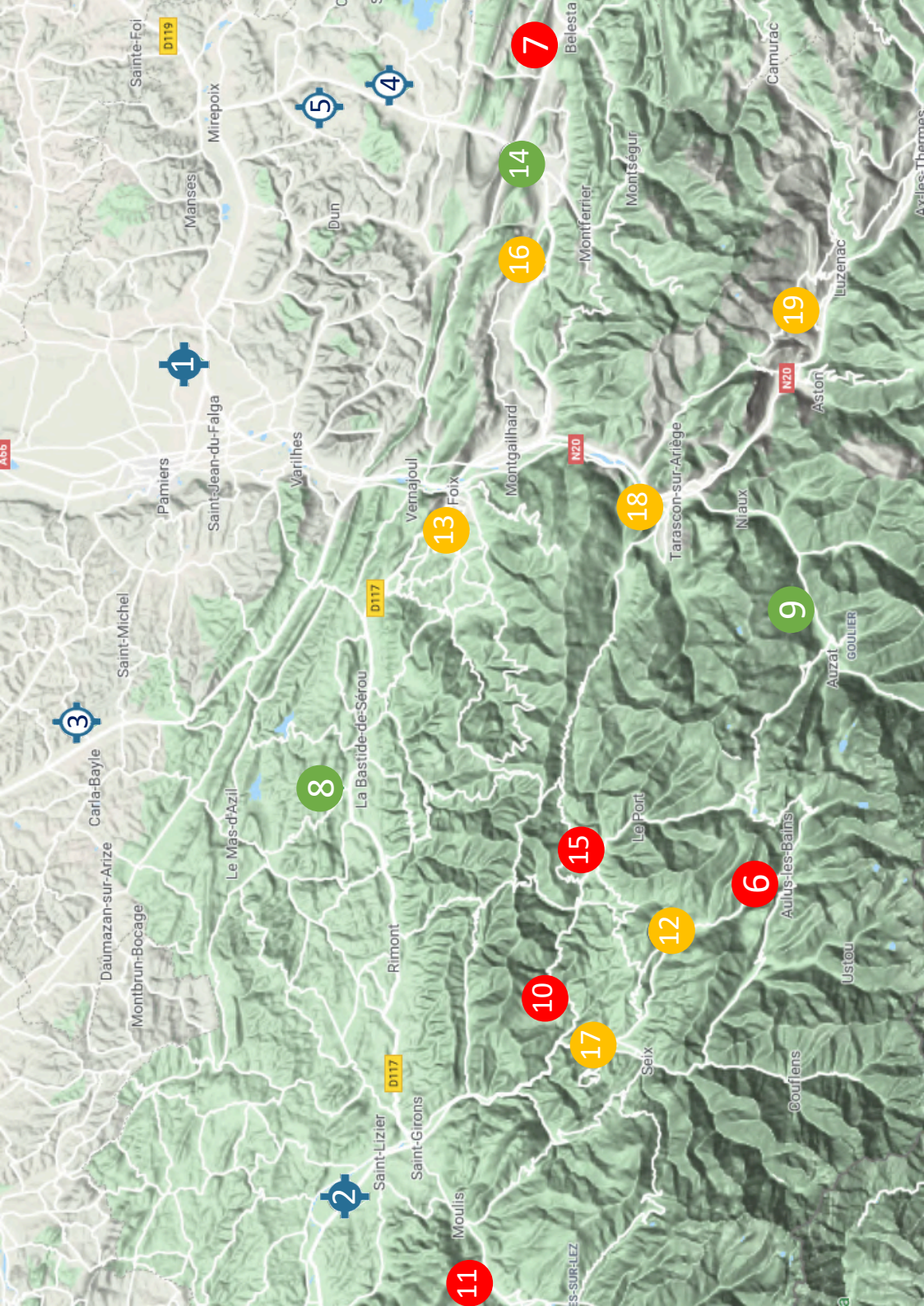
PYRÉNÉES
ATLANTIQUES

NAVARRA

Golfe de
Gascogne

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ARIÈGE

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11	Champ	Cescau	18
12	Champ	Escalusse	19
13	Champ	Ganac	20
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ATTERRISSAGE A VUE Visual landing

Ouvert à la CAP
Public air traffic
13 SEP 18

PAMIERS LES PUJOLS AD 2 LFDJ ATT 01

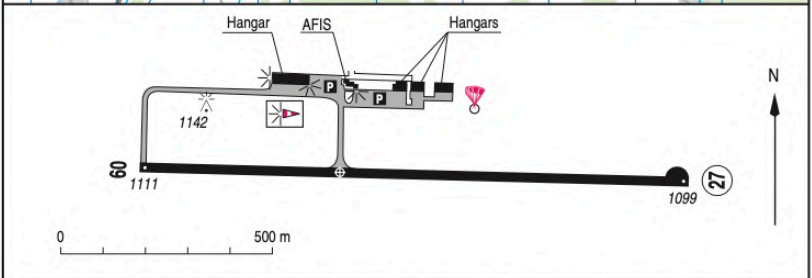
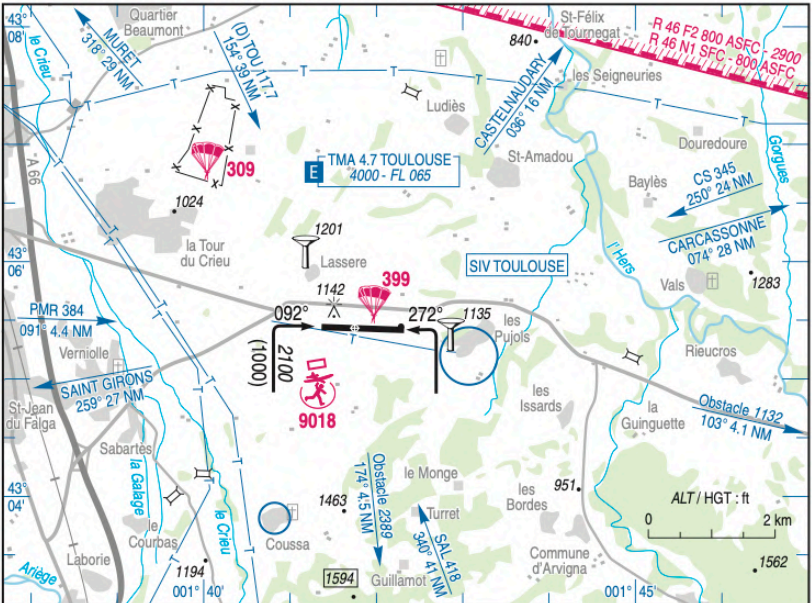
ALT AD : 1114 340 m
 LAT : 43 05 26 N
 LONG : 001 41 45 E

LFDJ
 VAR : 0° (15)

APP : TOULOUSE Approche/Approach 120.355 au-dessus de/above 4000

TWR : NIL

AFIS : 118.175. Absence ATS : A/A (118.175) FR seulement/only



RWY	QFU	Dimensions <i>Dimension</i>	Nature <i>Surface</i>	Résistance <i>Strength</i>	TODA	ASDA	LDA
09	092	1300 x 30	Revêtement <i>Paved</i>	14 F/B/W/T	1300	1300	1300
27	272				1300	1300	1300

Aides lumineuses : BI RWY 09/27 Lighting aids : LIL RWY 09/27

SAINT GIRONS - LFCG

2

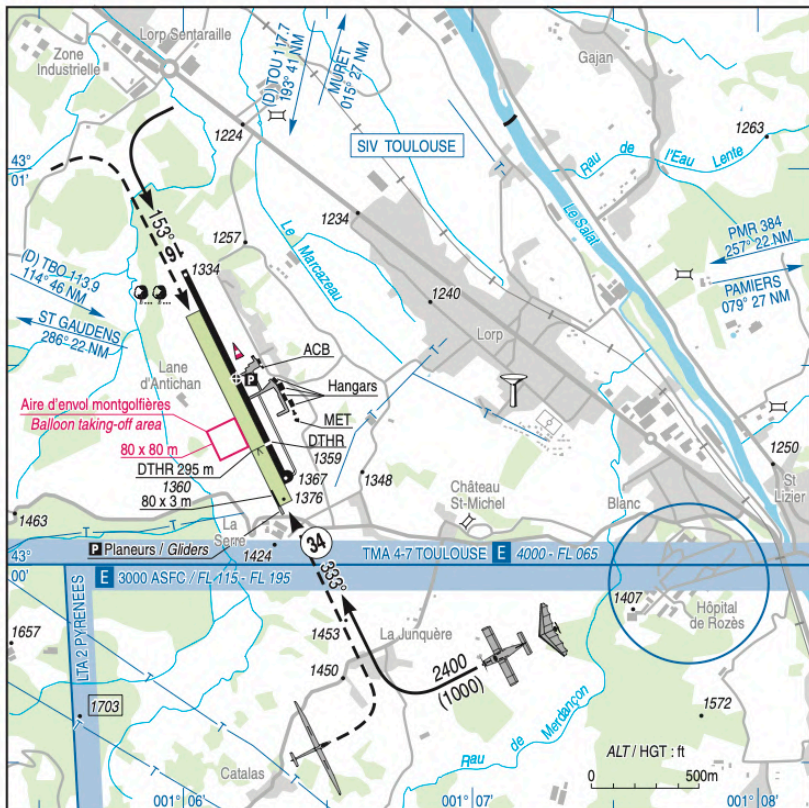
ATTERRISSAGE A VUE
Visual landing

Ouvert à la CAP
Public air traffic
17 SEP 15

SAINT GIRONS ANTICHAN
AD 2 LFCG ATT 01

	ALT AD : 1376 420 m LAT : 43 00 28 N LONG : 001 06 11 E	LFCG VAR : 0° (15)
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APP : NIL
TWR : NIL
A/A : 118.25



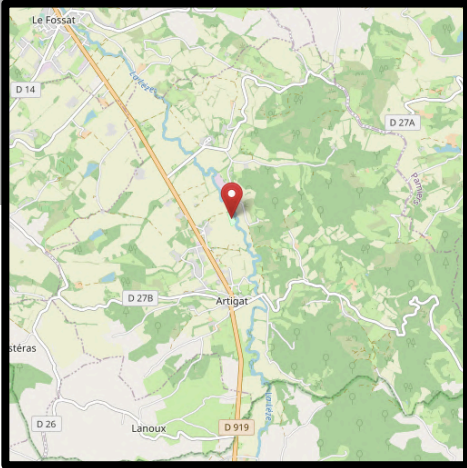
RWY	QFU	Dimensions Dimension	Nature Surface	Résistance Strength	TODA	ASDA	LDA
16	153	1100 x 30	Revêtue	MTOW 5.7 t	1100	1100	1100
34	333		Paved		1100	1100	905
16R	153	997 x 50	Non revêtue	-	997	997	997
34L	333		Unpaved		997	997	702

Aides lumineuses : NIL

Lighting aids : NIL

ARTIGAT – LF0922

3



- Seuils de piste bien dégagés
- Contact : Philippe De Roaldes (+33 6 72 21 92 57)

Plat

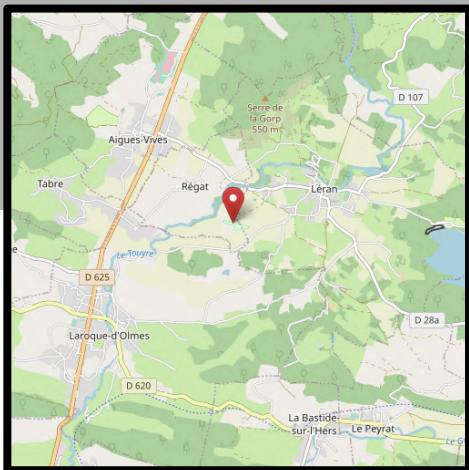
160° / 340°
200 m

N 43°08.800'
E 1°26.400'
220 m

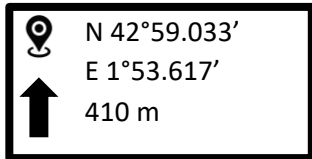
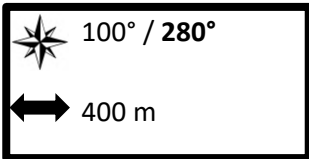
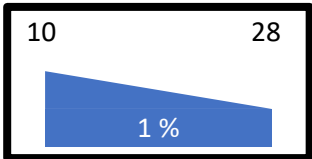


LÉRAN – LF0928

4

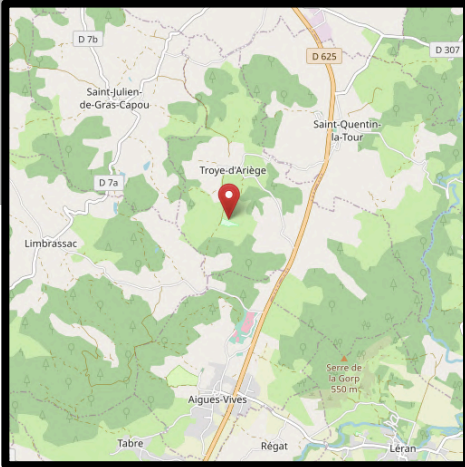


- A/A : 123.45
- Contact : Laurent Miller (+33 6 84 52 42 53)



TROYE D'ARIÈGE - LF0927

5



- A/A : 123.5
- Circuit côté S
- Piste ouverte du 01 mai au 31 octobre uniquement
- Contact : Jacques Jany (+33 6 88 50 60 85)

Plat



110° / 290°



275 m



N 43°01.217'

E 1°52.667'

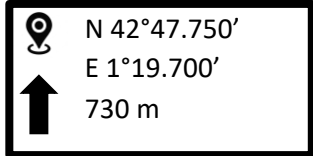
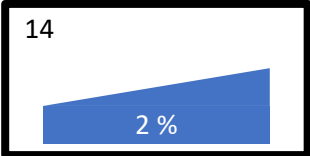


420 m



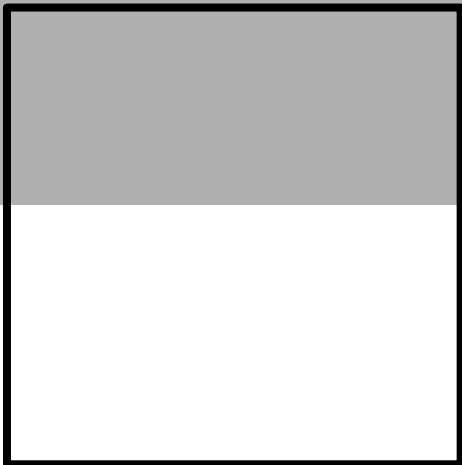
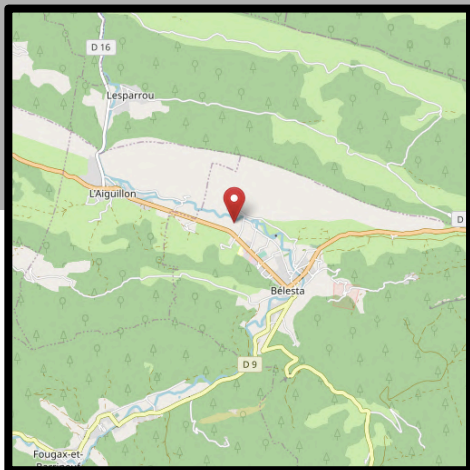


- Piquets et clôtures
- Court et pentu



BÉLESTA

7



Plat

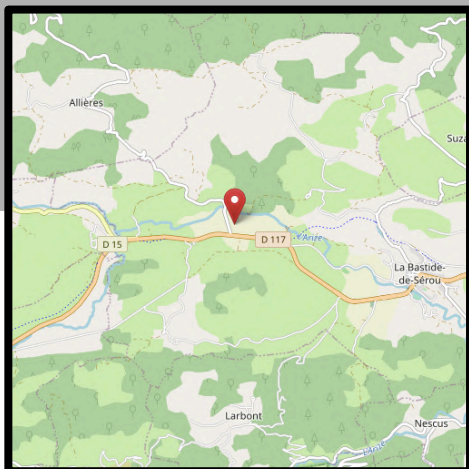
100° / 280°
280 m

N 42°54.730'
E 1°55.430'
480 m



BROUZENAC

8

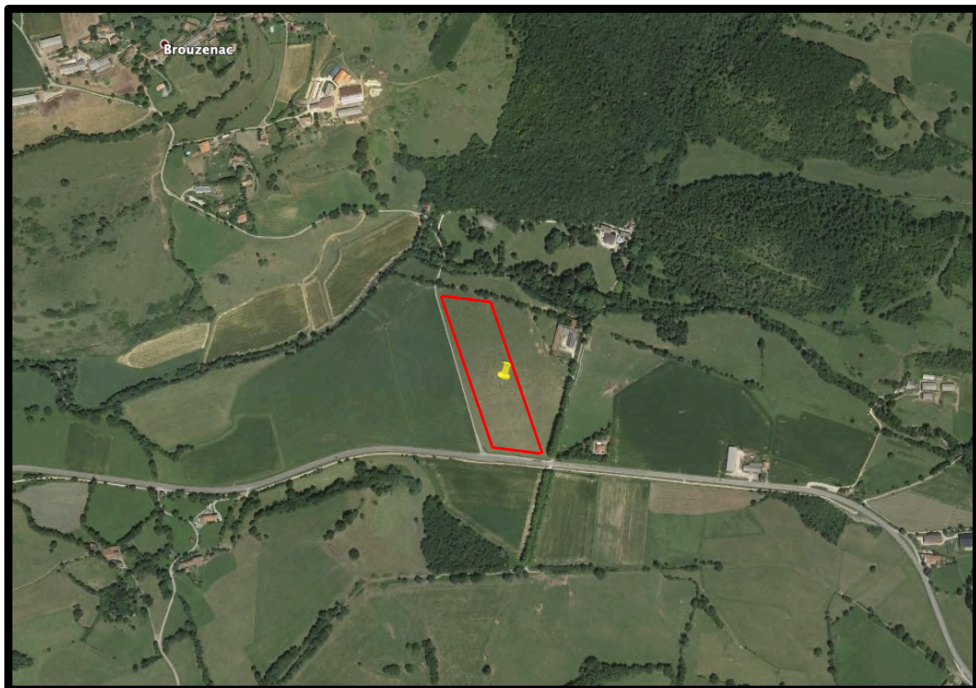


- Facile mais attention aux fossés pas toujours visibles

Plat

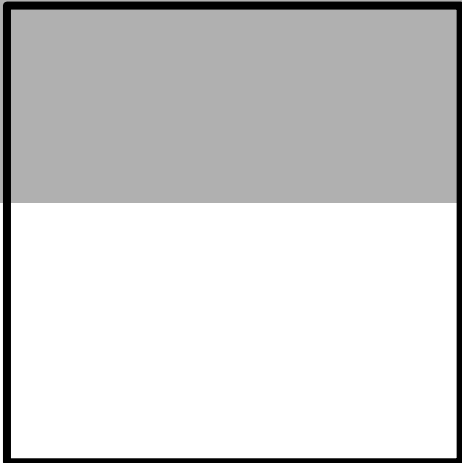
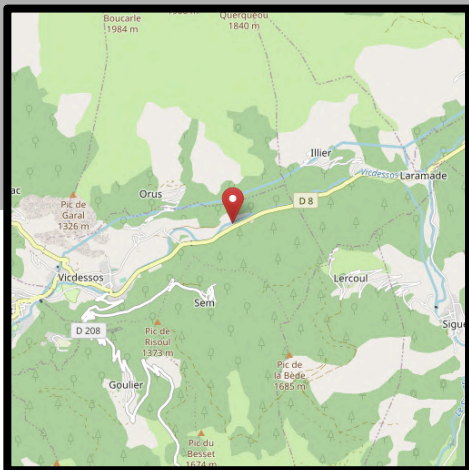
160° / 340°
400 m

N 43°01.150'
E 1°23.650'
370 m



CABRÉ

9



Plat

060° / 240°
400 m

N 42°46.650'
E 1°31.400'
685 m

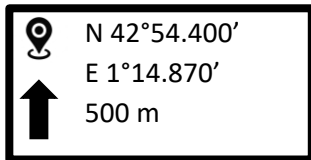
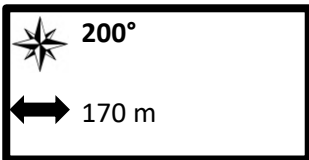
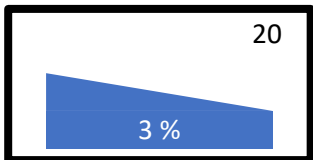


« CASSE-TÊTE » D'ALEU

10

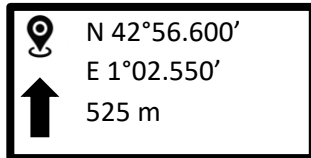
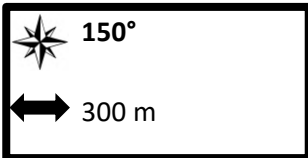
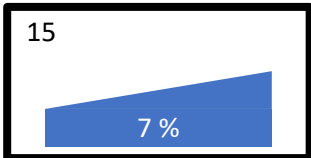
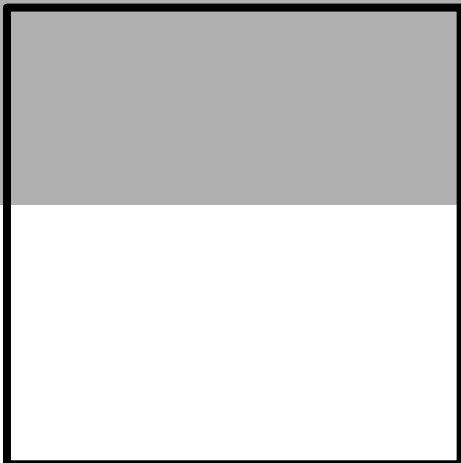


- Très court et difficile



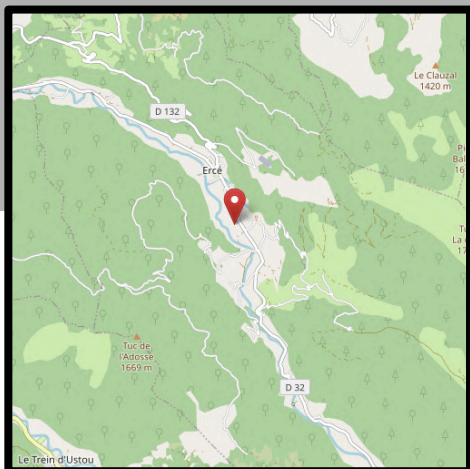
CESCAU

11



ESCALUSSE

12



- Ligne haute tension

Plat

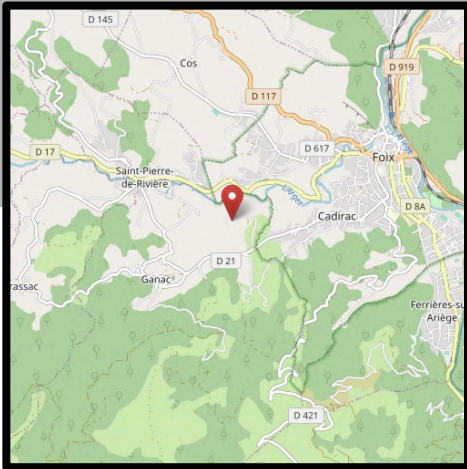
150° / 330°
230 m

N 42°50.500'
E 1°17.550'
630 m

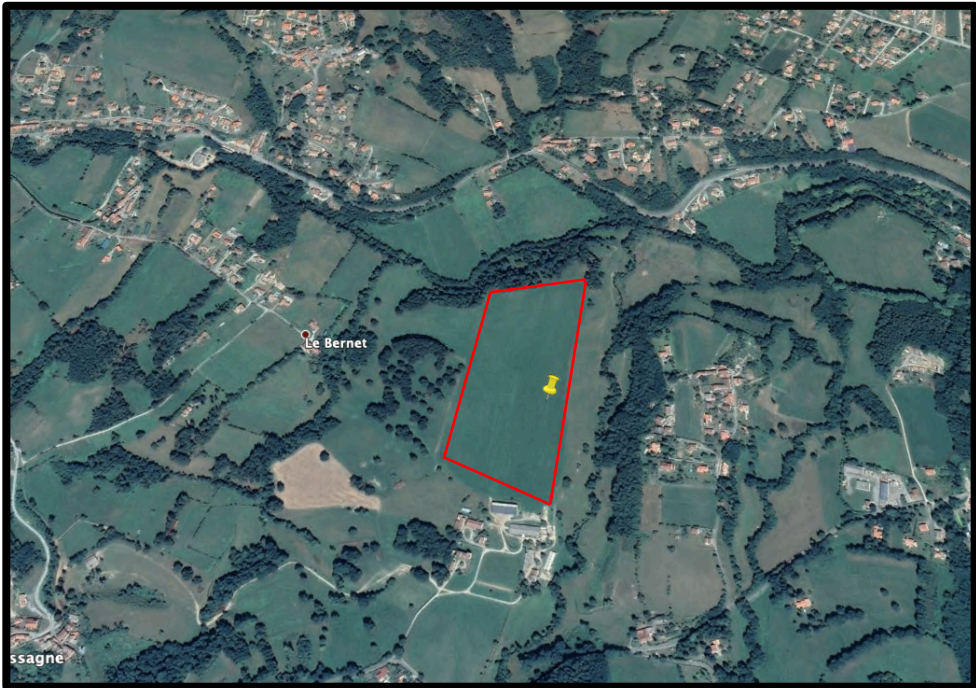
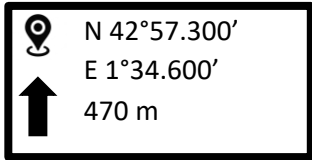
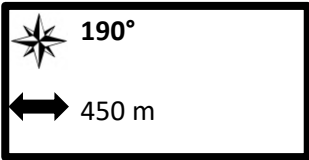
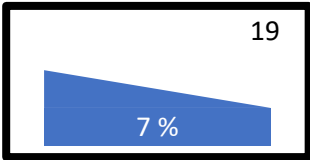


GANAC

13

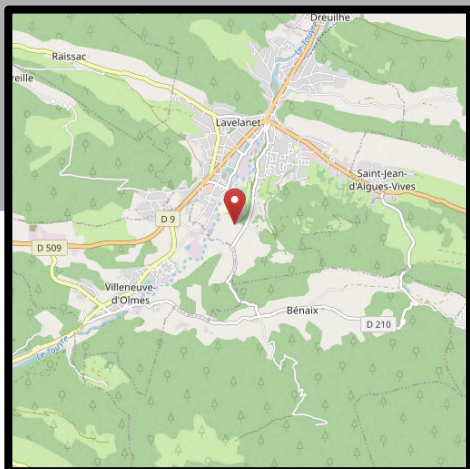


- Pente importante
- Animaux possibles

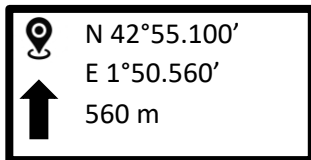
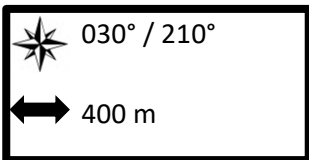
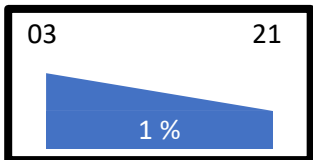


LAVELANET

14

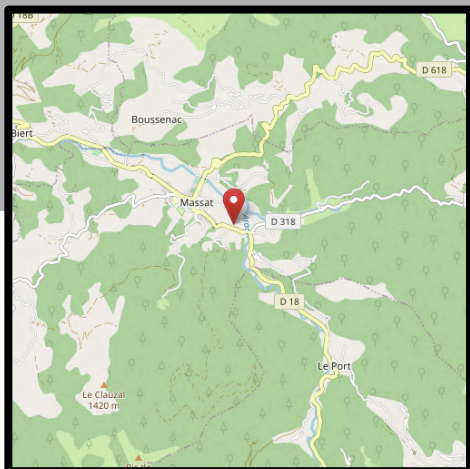


- Facile mais repérer les chemins en travers de l'axe

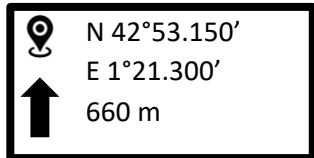
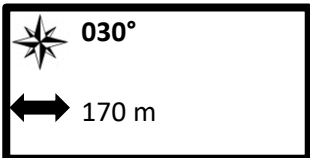
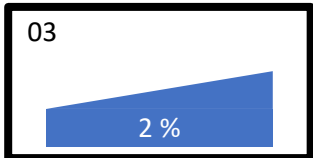


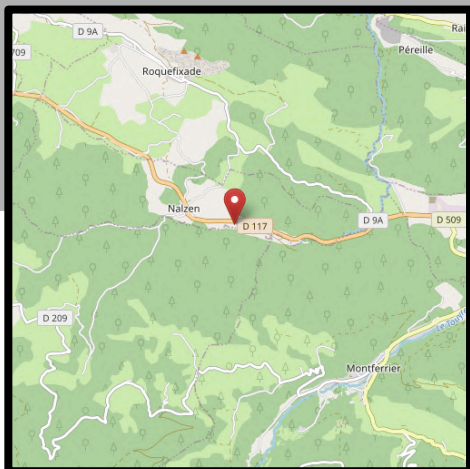
MASSAT

15



- Très court
- Bordé par des arbres





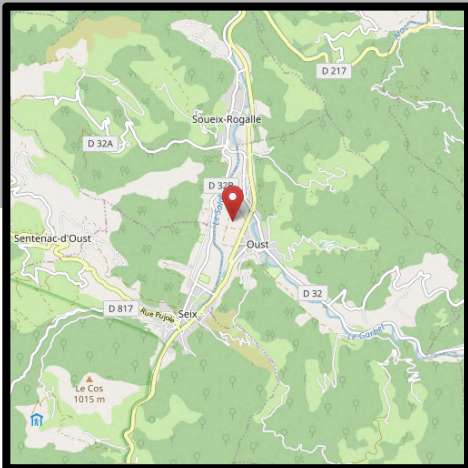
- Arbres en approche dans les deux sens
- Impressionnant car encaissé
- Léger dévers

Plat

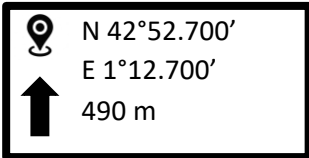
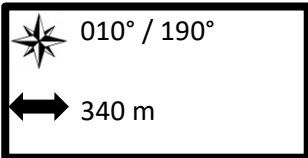
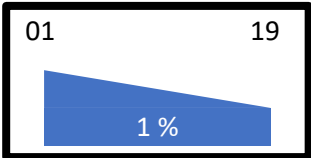
090° / 270°
↔ 240 m

N 42°54.870'
E 1°46.020'
↑ 600 m



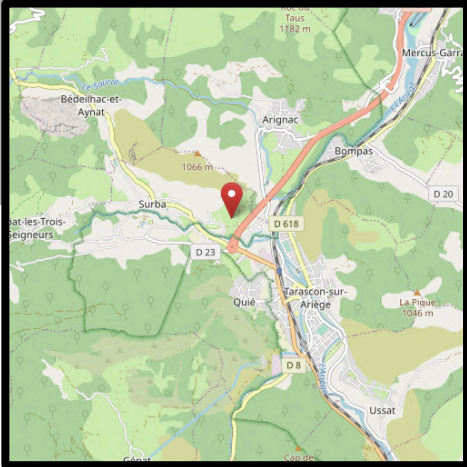


- Ligne haute tension
- Cultures et animaux



TARASCON

18



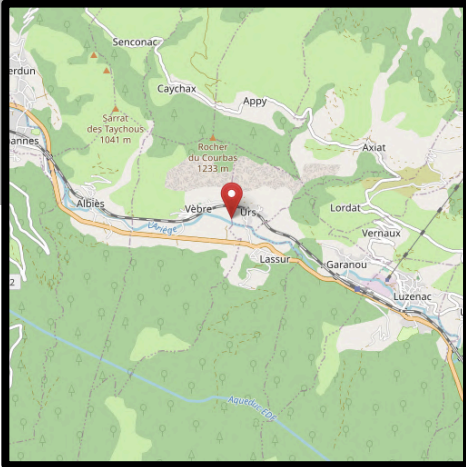
- Clôtures possibles
- Ligne haute tension et aéromodélisme au NE
- Traversé par piste carrossable, attention aux véhicules

Plat

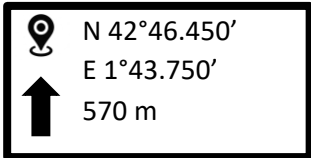
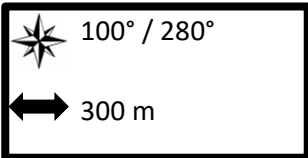
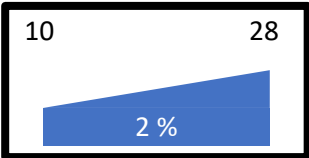
050° / 230°
240 m

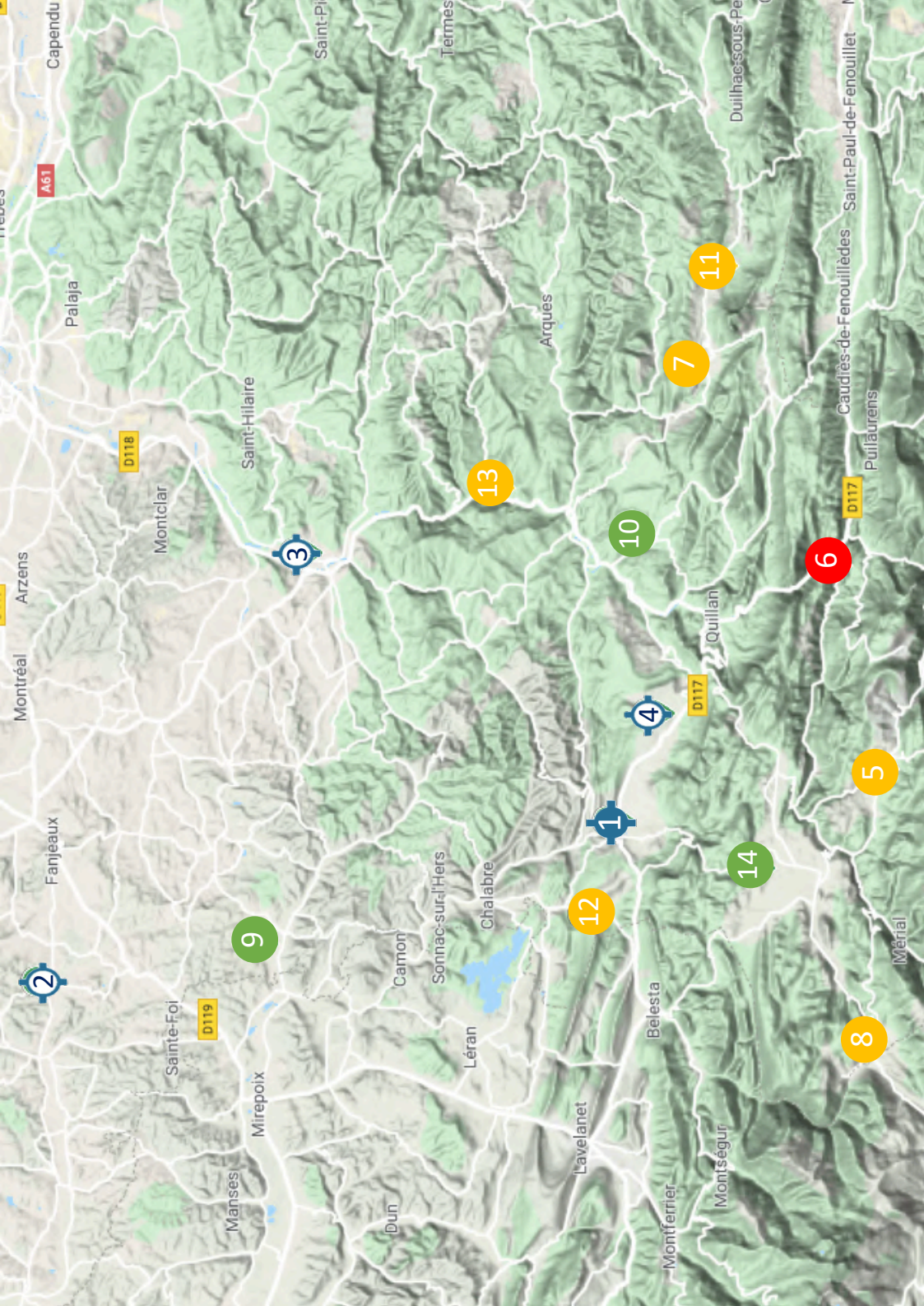
N 42°51.400'
E 1°35.450'
490 m





- Choisir en fonctions des cultures
- Attention aux arbres à la fin





AUDE

Numéro	Type	Nom	Page
1	Aérodrome	Puivert	30
2	ULM	Beugaillard	31
3	ULM	Limoux	32
4	ULM	Nébias	33
5	Champ	Aunat	34
6	Champ	Axat	35
7	Champ	Bugarach	36
8	Champ	Camurac	37
9	Champ	Caudeval	38
10	Champ	Granès	39
11	Champ	La Bastide	40
12	Champ	La Scierie	41
13	Champ	Luc-sur-Aude	42
14	Champ	Montplaisir	43

PUIVERT - LFNW

1

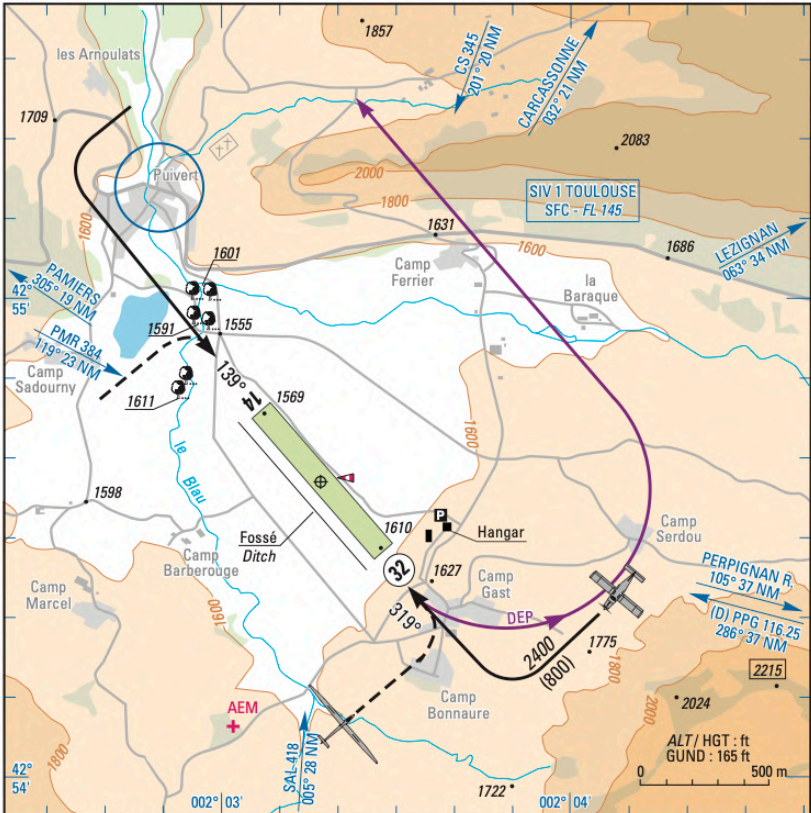
ATTERRISSAGE A VUE
Visual landing

Usage restreint
Restricted use
05 JUN 08

PUIVERT
AD2 LFNW ATT 01

  CABLE	ALT AD : 1610 490 m LAT : 42 54 37 N LONG : 002 03 17 E	LFNW VAR : 1°W (05)
---	--	-------------------------------

APP : NIL
 TWR : NIL
A/A : 123.5



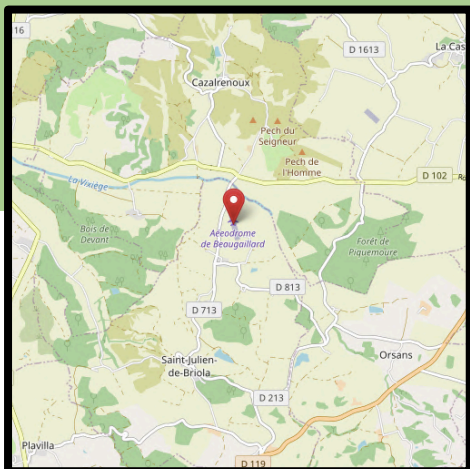
RWY	QFU	Dimensions <i>Dimension</i>	Nature <i>Surface</i>	Résistance <i>Strength</i>	TODA	ASDA	LDA
14	139	720 x 100 m	Non revêtue <i>Unpaved</i>	-	720	720	720
32	319				720	720	720

Aides lumineuses : NIL

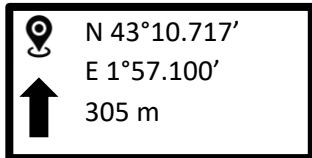
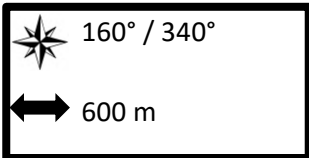
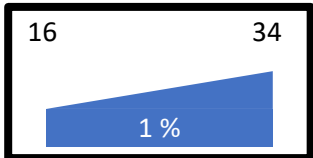
Lighting aids : NIL

BEAUGAILLARD – LF1158

2

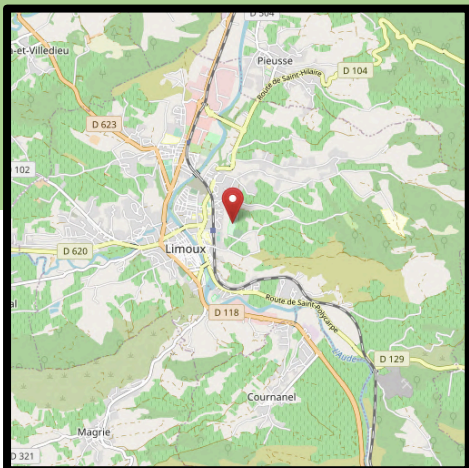


- A/A : 123.5
- Terrain situé sous la R46 N1, inutilisable pendant les heures d'activité de la zone
- Contact : Gabriel Blanc (+33 6 82 15 57 15)



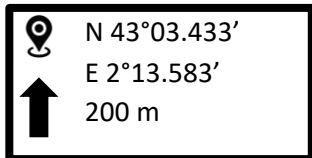
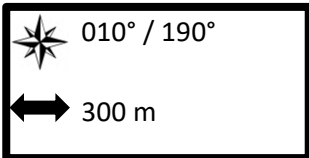
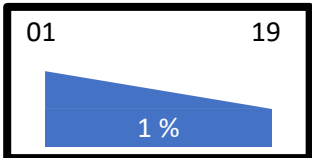
LIMOUX – LF1153

3



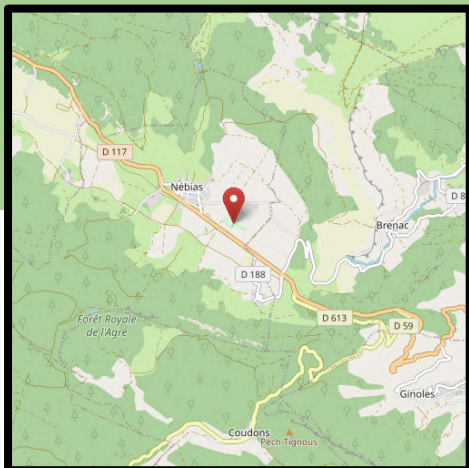
- A/A : 123.45
- Circuit côté Est
- Fortes turbulences par vent d'Ouest

- Contact : Philippe l'Homme (+33 6 62 21 23 90)



NÉBIAS – LF1125

4



- A/A : 123.5
- Circuit côté Sud
- Risque de trous à cause des sangliers
- Clôture électrique autour de la piste
- Contact : Michel Bostvironnois (+33 6 32 74 11 36)

Plat



110° / 290°



370 m



N 42°53.500'

E 2°07.417'

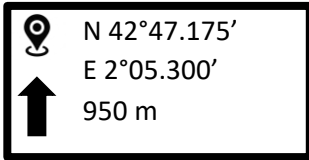
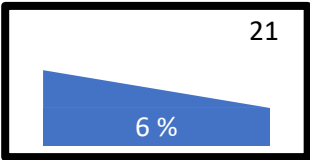
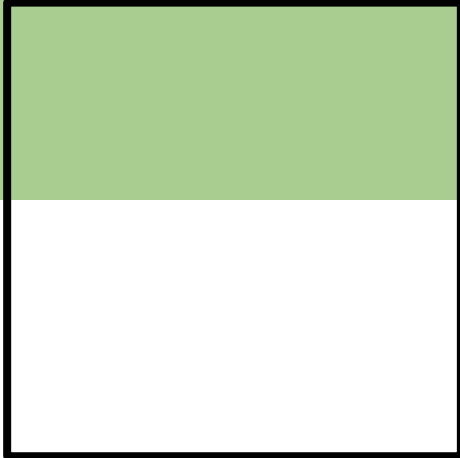
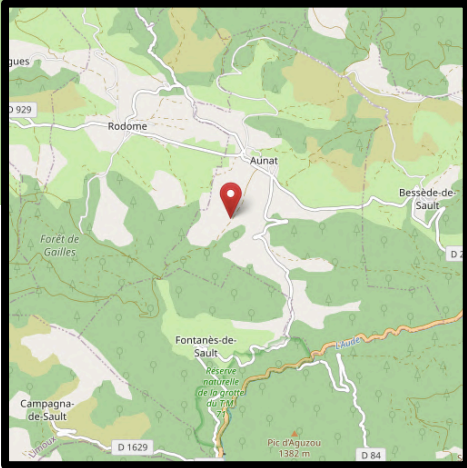


555 m



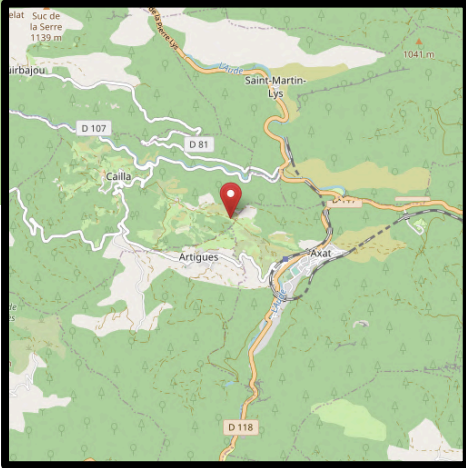
AUNAT

5

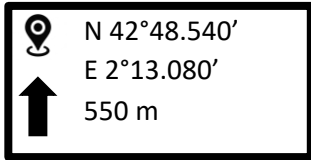
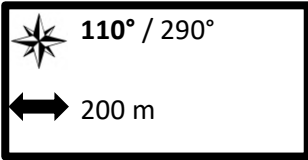
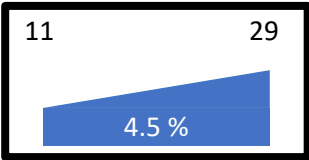


AXAT

6



- Largeur de 22 mètres
- Rabattants possibles

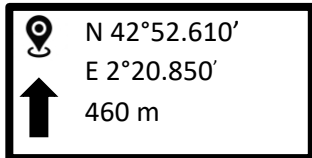
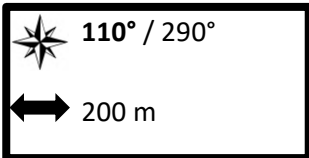
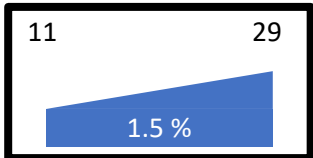


BUGARACH

7

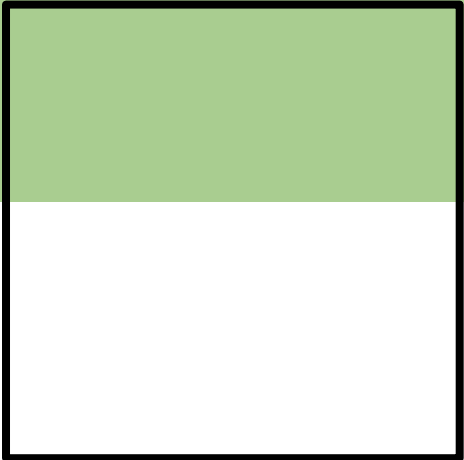
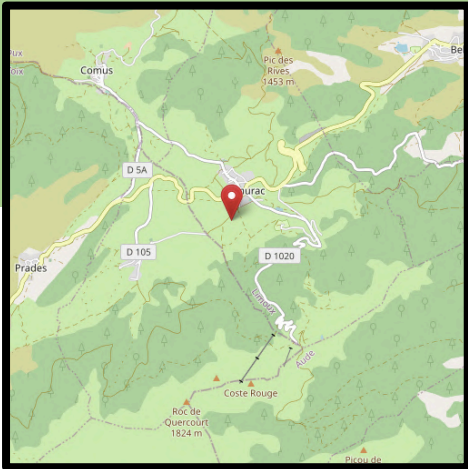


- Autres champs possibles mais attention aux dévers et fortes pentes



CAMURAC

8



Plat

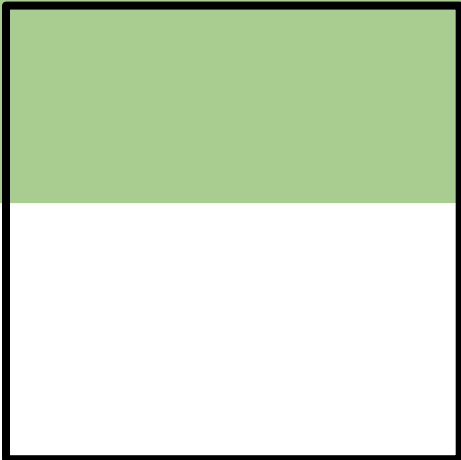
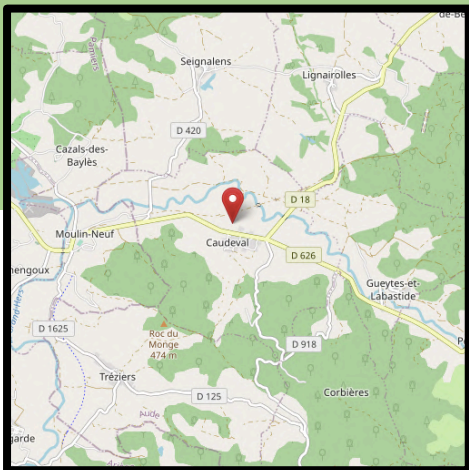
140° / 320°
220 m

N 42°47.560'
E 1°54.925'
1230 m



CAUDEVAL

9



Plat

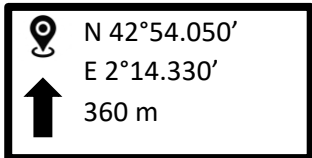
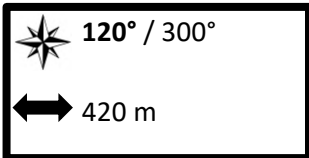
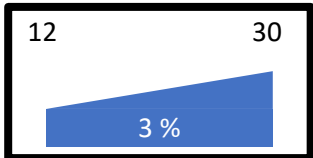
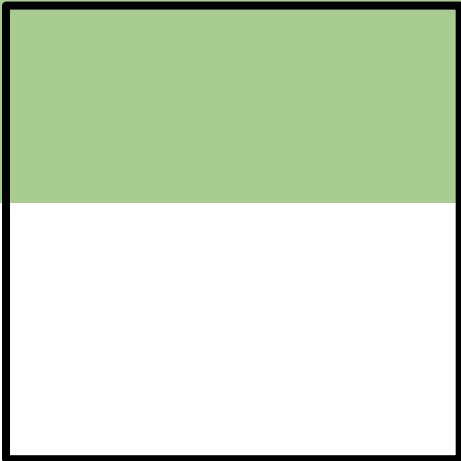
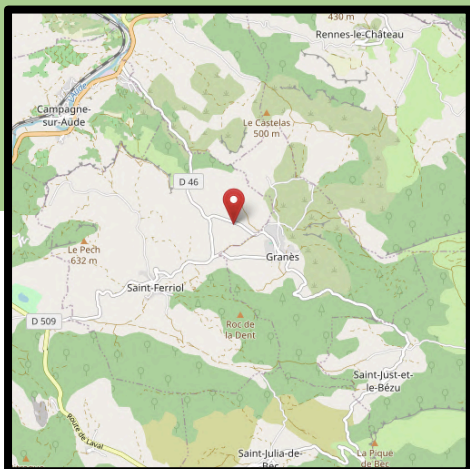
100° / 280°
320 m

N 43°04.675'
E 1°58.530'
345 m



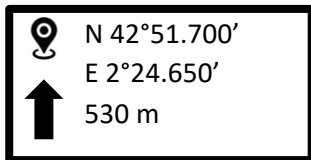
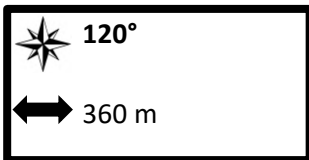
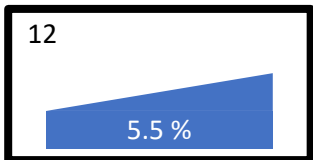
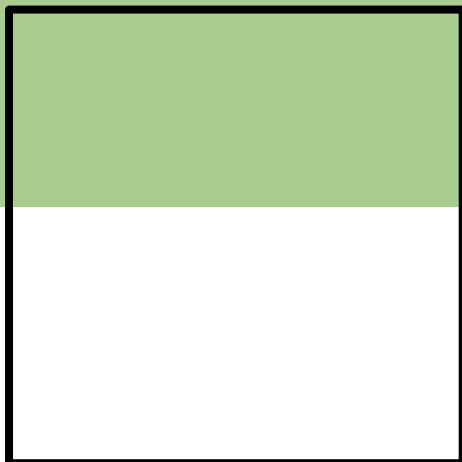
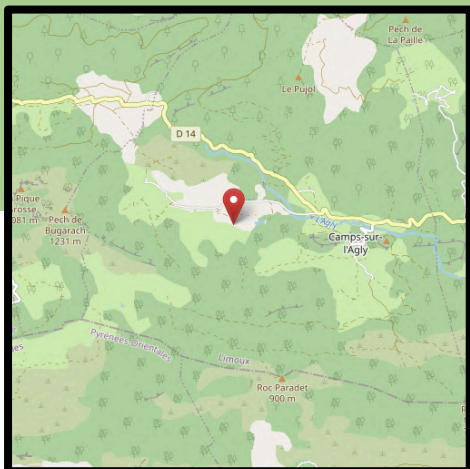
GRANÈS

10



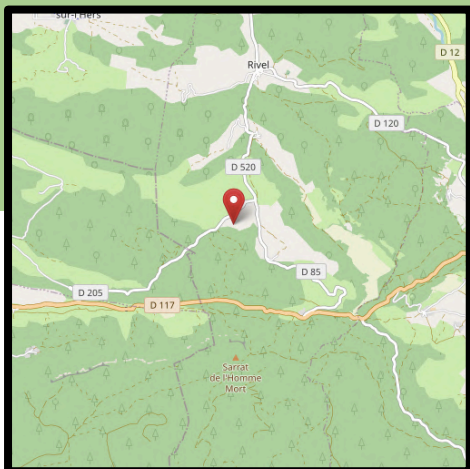
LA BASTIDE

11

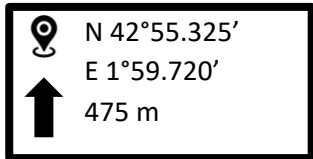
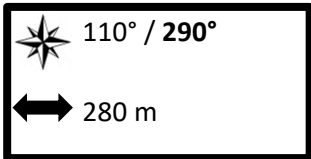
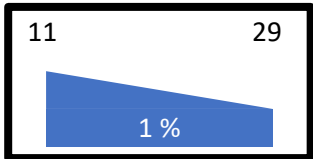


LA SCIERIE

12

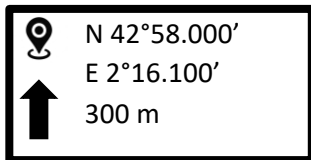
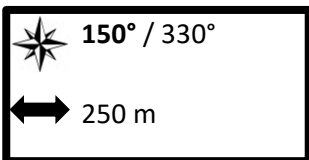
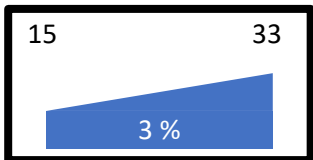
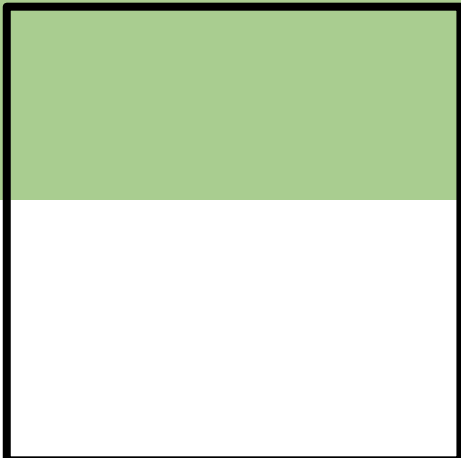
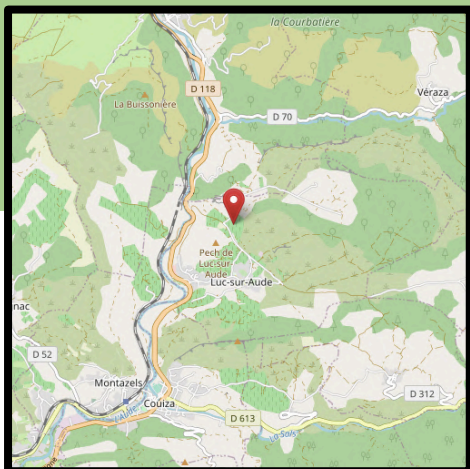


- Aérodrome de Puivert à proximité
- Dernière chance si le le col de Babourade est infranchissable



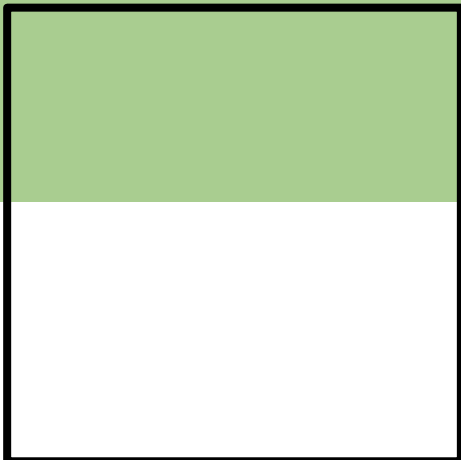
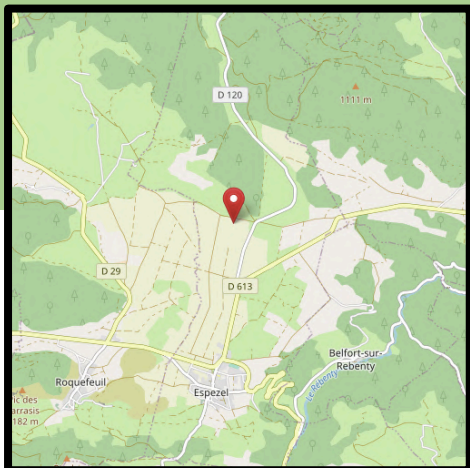
LUC-SUR-AUDE

13



MONTPLAISIR

14

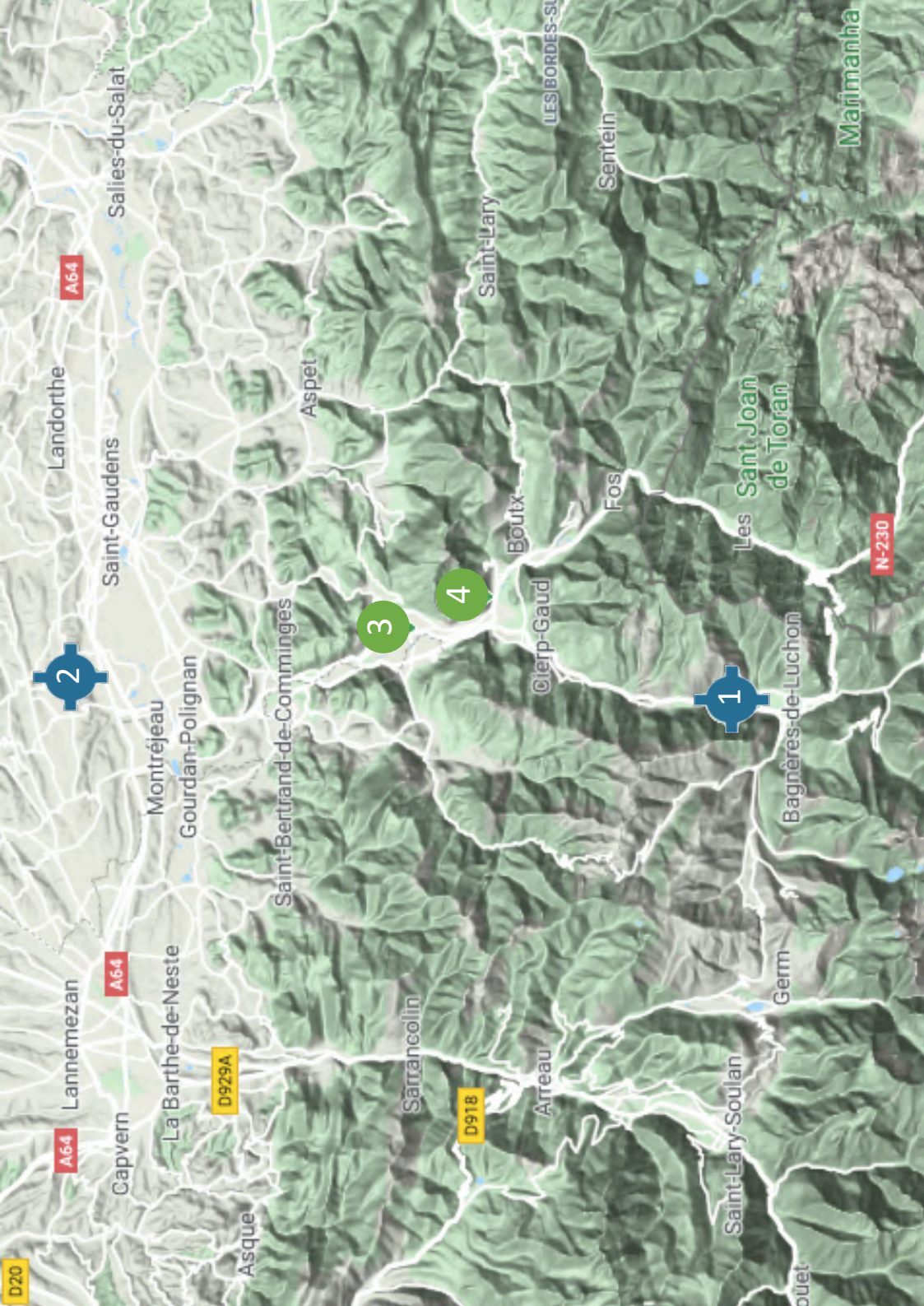


Plat

100° / 280°
450 m

N 42°50.650'
E 2°01.500'
875 m





2

1

3

4

Landorthe

Saint-Gaudens

Montréjeau

Gourdan-Polignan

Saint-Bertrand-de-Comminges

Aspét

Saint-Lary

Boutix

Sentein

Les Saint-Joan
de Toran

Bagnères-de-Luchon

Lannemezan

La Barthe-de-Neste

Sarrancolin

Arreau

Germ

Saint-Lary-Soulan

Marimanha

Capvern

Asque

ouet

Salies-du-Salat

LES BORDES-S-

N-230

A64

A64

D929A

D918

D20

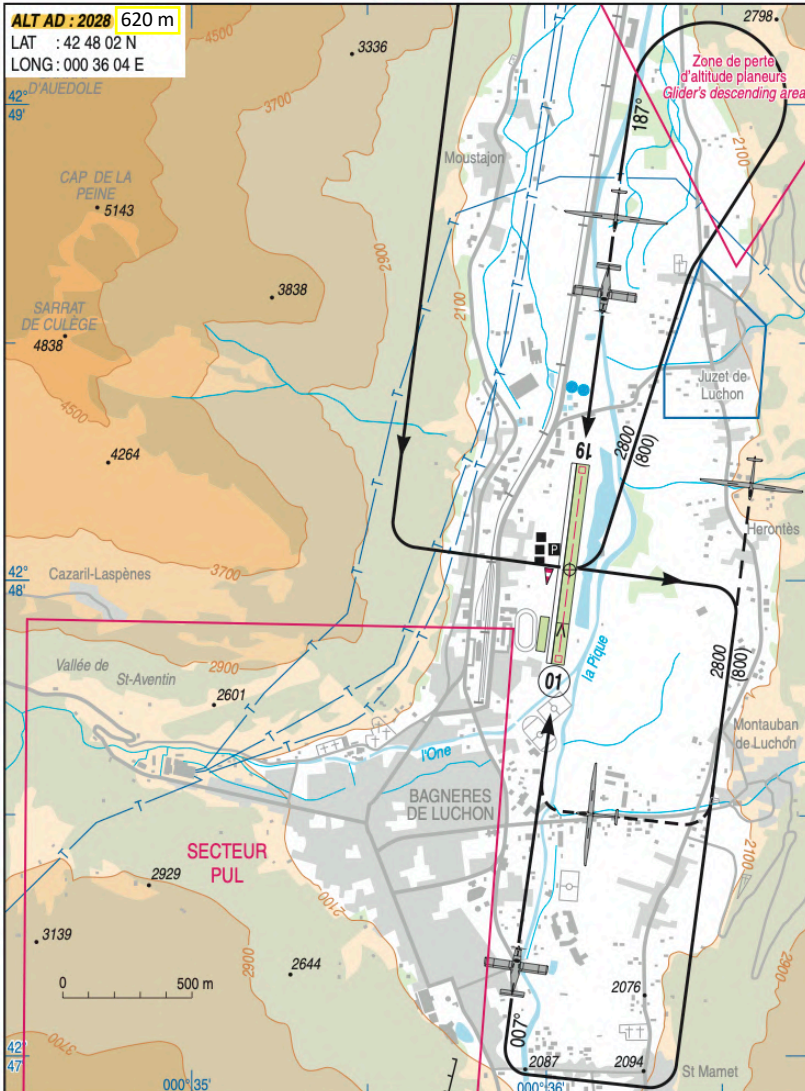
HAUTE-GARONNE

Numéro	Type	Nom	Page
1	Aérodrome	Bagnères	46
2	Aérodrome	Saint Gaudens	47
3	Champ	Fronsac	48
4	Champ	Marignac	49

BAGNERES DE LUCHON
AD 2 LFCB ATT 01

A/A : 123.5

ATTERRISSAGE A VUE
Visual landing



RWY	QFU	Dimensions Dimension	Nature Surface	Résistance Strength	TODA	ASDA	LDA
01	007	750 x 50	Non revêtue	-	750	750	590
19	187		Unpaved		750	750	750

Aides lumineuses : NIL Lighting aids : NIL

SAINT GAUDENS - LFIM

2

ATTERRISSAGE A VUE
Visual landing

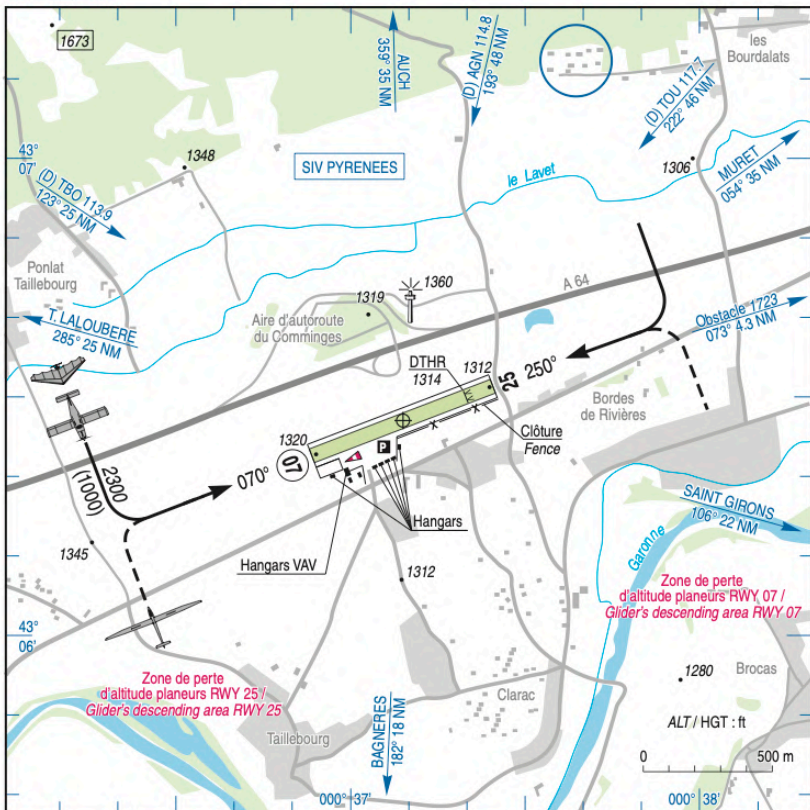
Ouvert à la CAP
Public air traffic

SAINT GAUDENS MONTREJEAU
AD 2 LFIM ATT 01

31 MAR 16

  	ALT AD : 1320 400 m LAT : 43 06 27 N LONG : 000 37 09 E	LFIM VAR : 0° (15)
---	--	------------------------------

APP : NIL
TWR : NIL
A/A : 120.425

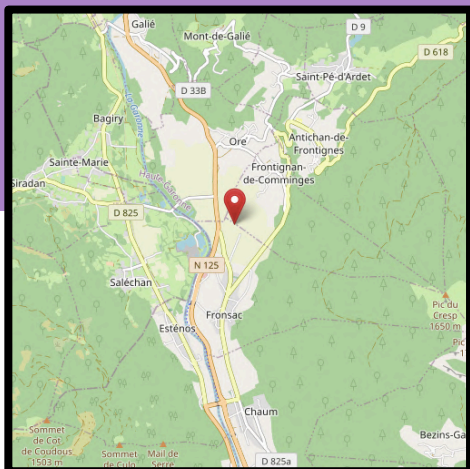


RWY	QFU	Dimensions Dimension	Nature Surface	Résistance Strength	TODA	ASDA	LDA
07	070		Non revêtue	-	750	750	750
25	250	750 x 60	Unpaved	-	750	750	600

Aides lumineuses : NIL Lighting aids : NIL

FRONSAC

3



- Plusieurs champs possibles en fonctions de la culture
- Attention aux clôtures ou au bétail

Plat

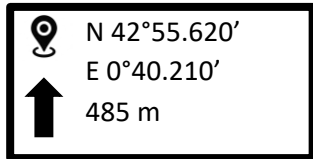
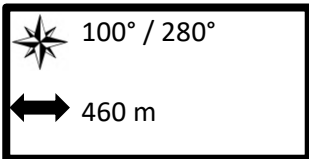
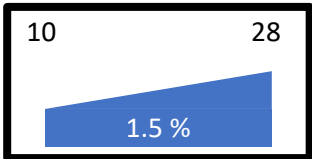
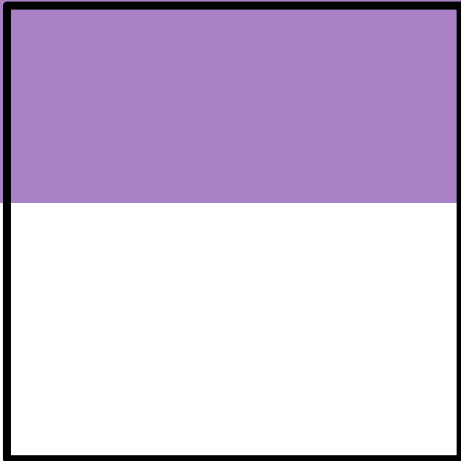
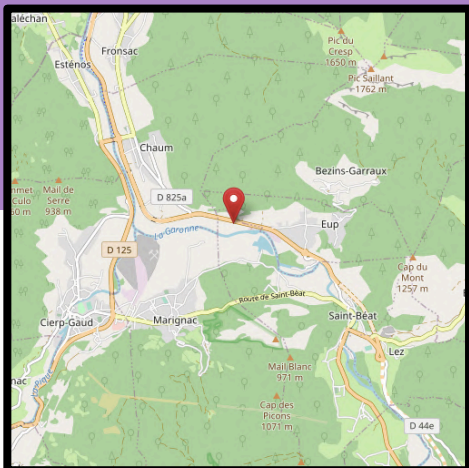
100° / 280°
330 m

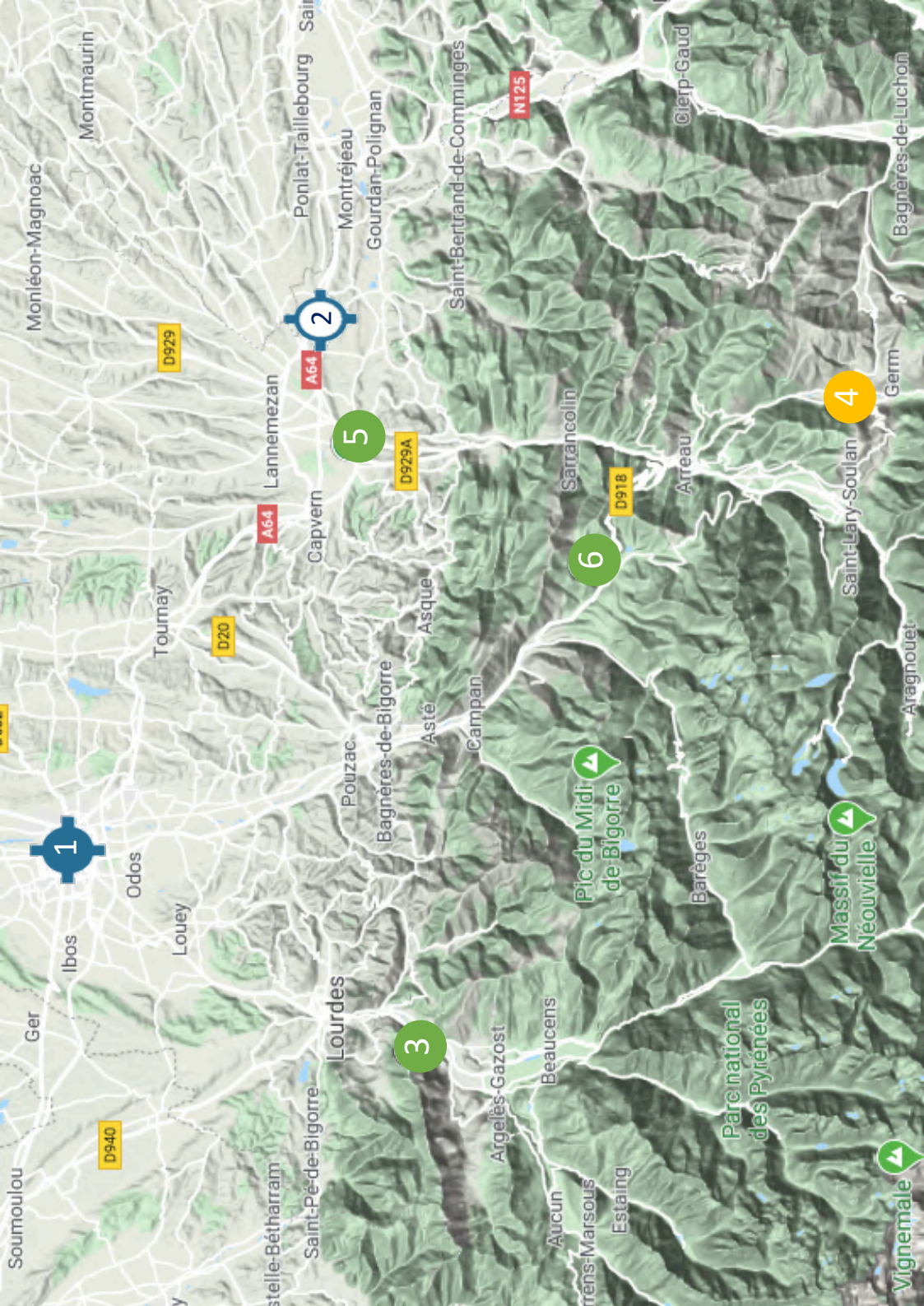
N 42°57.797'
E 0°39.033'
460 m



MARIGNAC

4





1

2

3

5

4

6

HAUTES-PYRÉNÉES

Numéro	Type	Nom	Page
1	Aérodrome	Laloubère	52
2	ULM	Anères	53
3	Champ	Agos	54
4	Champ	Génos	55
5	Champ	Izaux	56
6	Champ	Payolle	57

LALOUBÈRE - LFDT

1

ATTERRISSAGE A VUE Visual landing

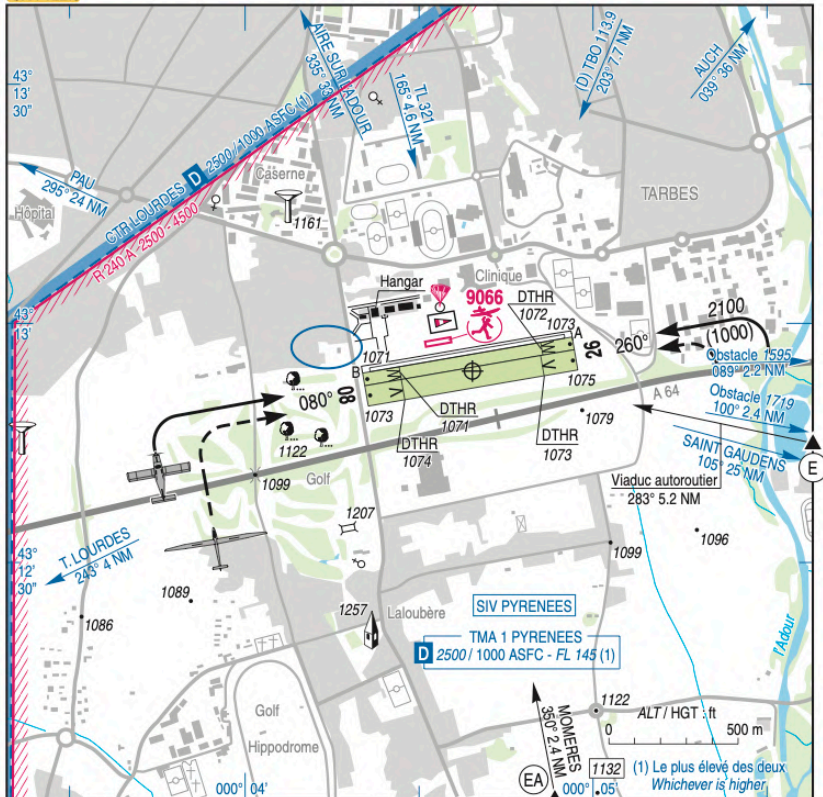
Ouvert à la CAP
Public air traffic

TARBES LALOUBERE
AD 2 LFDT ATT 01

06 DEC 18

				ALT AD : 1075 330 m	LFDT VAR : 0° (15)
				LAT : 43 12 54 N	
				LONG : 000 04 39 E	

APP : NIL
TWR : NIL
AVA : 122.6



RWY	QFU	Dimensions Dimension	Nature Surface	Résistance Strength	TODA	ASDA	LDA
08 L	080	825 x 50	Non revêtue Unpaved	-	825	825	680
26 R	260		825 x 80	Non revêtue Unpaved	-	825	700
08 R	080	825 x 80	Non revêtue Unpaved	-	825	825	680
26 L	260		825 x 80	Non revêtue Unpaved	-	825	691

Aides lumineuses : NIL

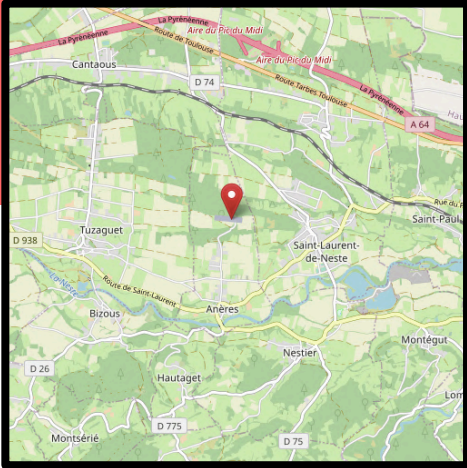
Lighting aids : NIL

APPROCHE A VUE :
Voir TARBES LOURDES PYRENEES

VISUAL APPROACH :
See TARBES LOURDES PYRENEES

ANÈRES – LF6538

2



- A/A : 123.5
- Circuit côté Sud
- Contact : Francis Daspét (+33 6 81 50 72 66)

Plat

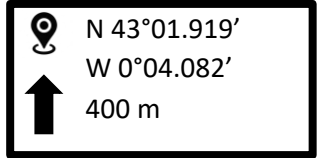
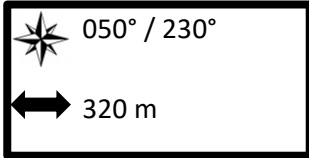
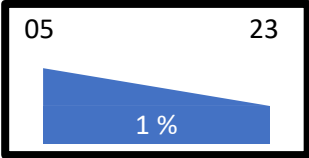
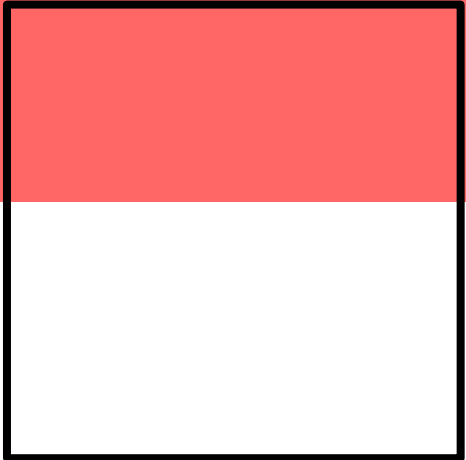
100° / 280°
400 m

N 43°04.850'
E 0°27.983'
485 m



AGOS

3





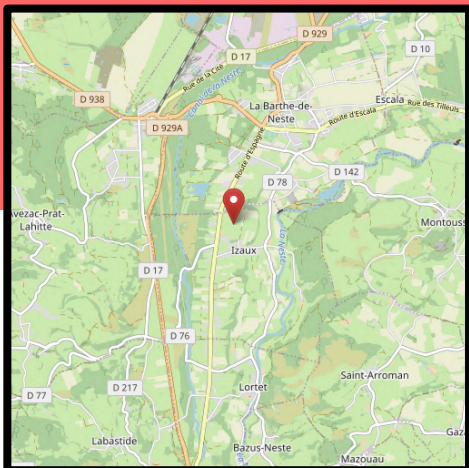
- Bâtiment en bout de champ
- Prairie très fréquentée en été
- Atterrissage de parapentes

Plat

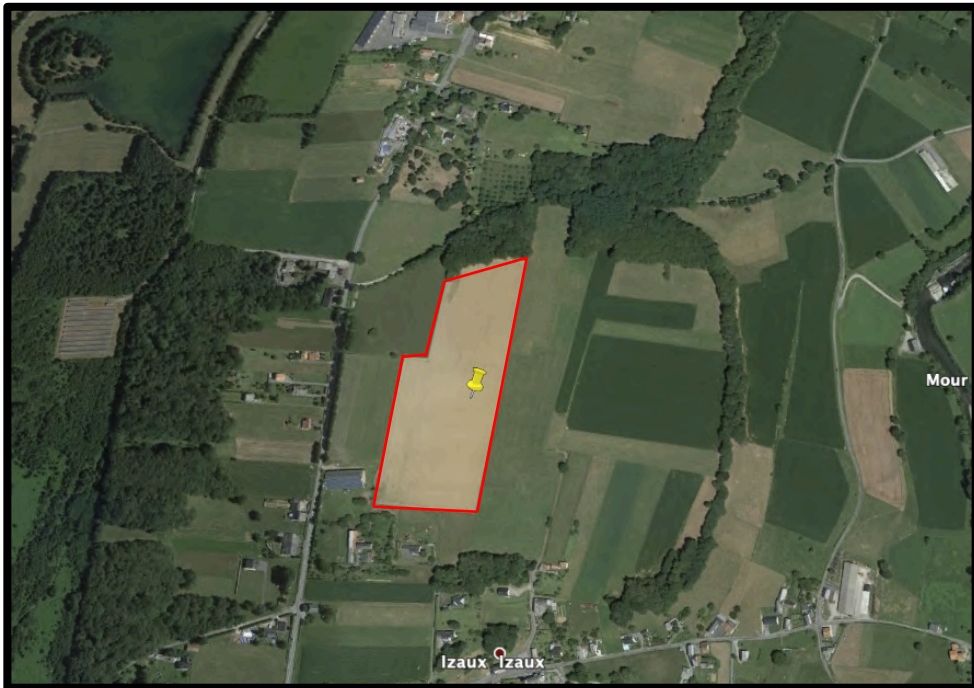
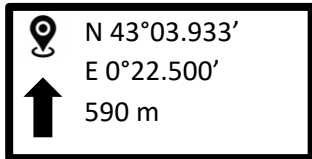
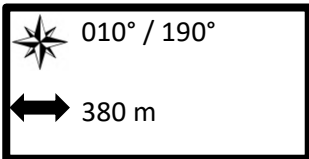
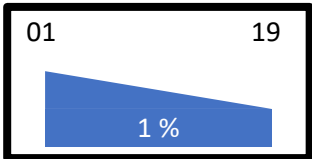
160° / 340°
250 m

N 42°48.030'
E 0°24.354'
940 m



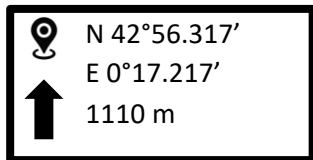
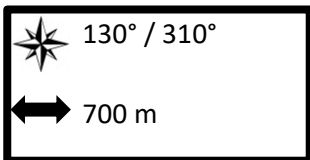
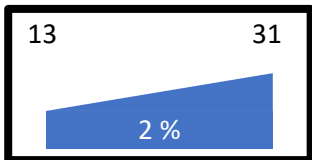
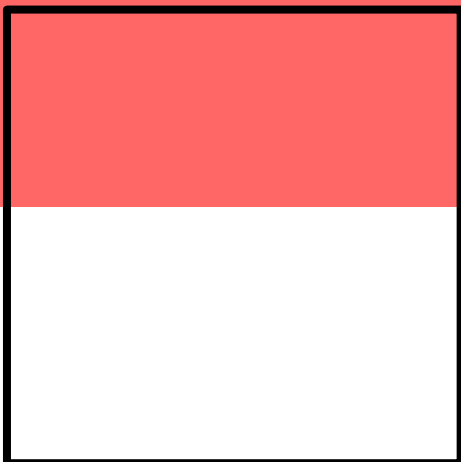
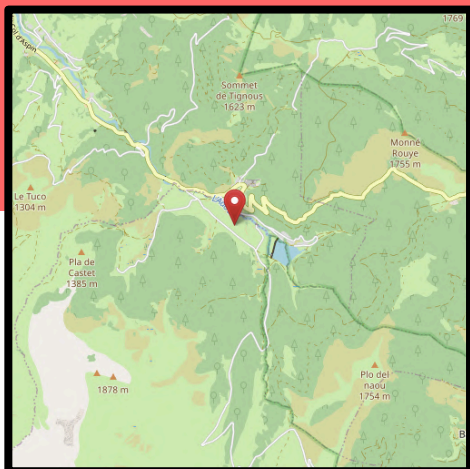


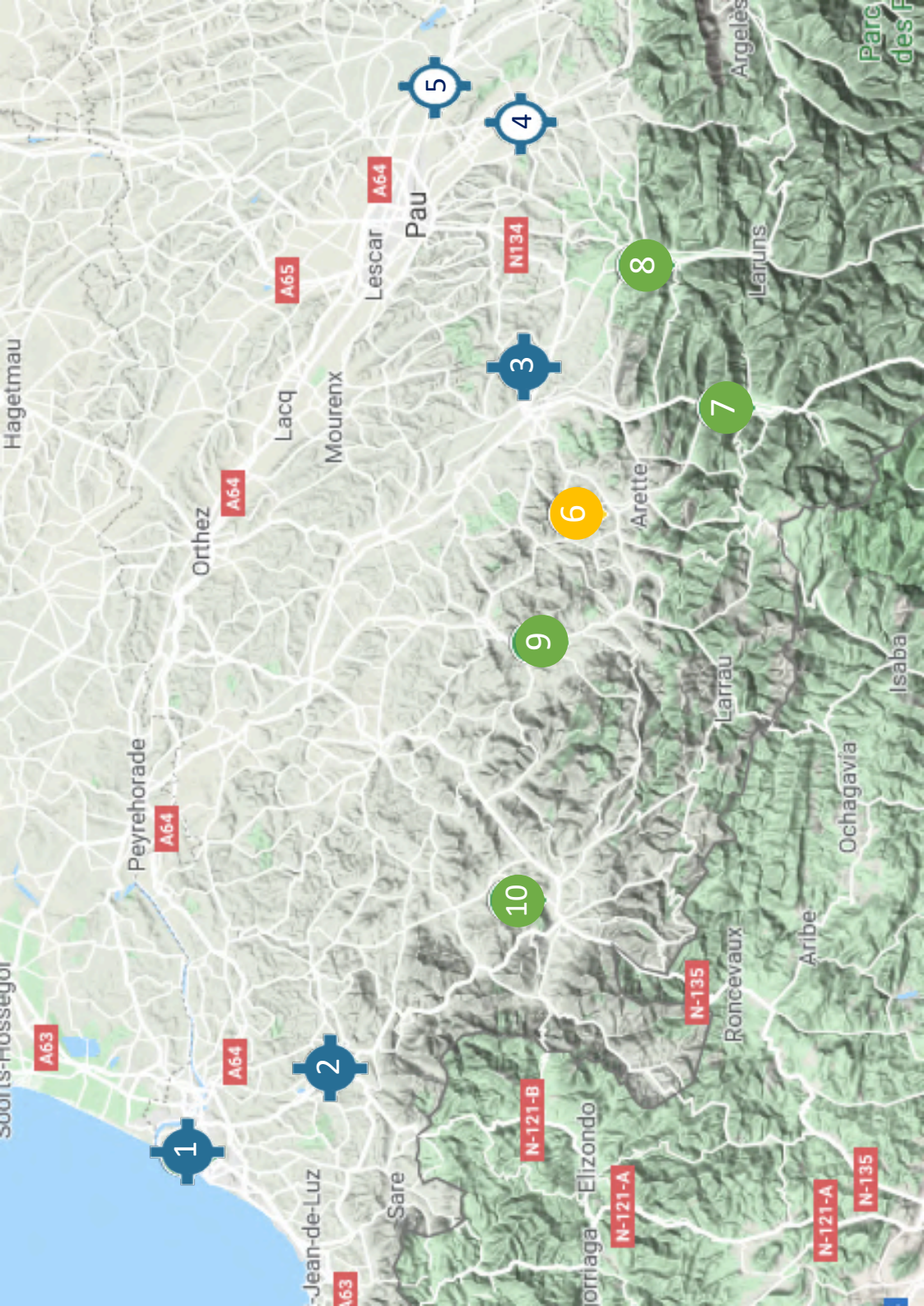
- Arbres à l'extrémité Nord du champ



PAYOLLE

6





1

2

10

9

6

7

8

3

4

5

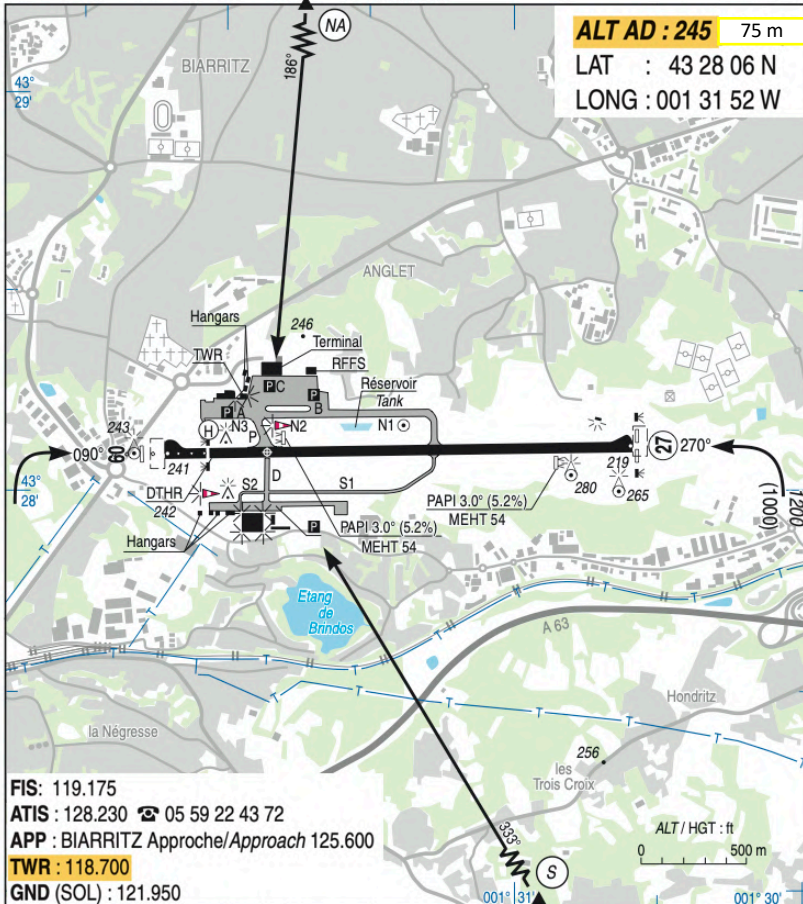
PYRÉNÉES ATLANTIQUES

Numéro	Type	Nom	Page
1	Aérodrome	Biarritz	60
2	Aérodrome	Itxassou	61
3	Aérodrome	Oloron	62
4	ULM	Asson	63
5	ULM	Boeil Bezing	64
6	Champ	Aramits	65
7	Champ	Bedous	66
8	Champ	Bielle	67
9	Champ	Menditte	68
10	Champ	Saint Jean	69

BIARRITZ PAYS BASQUE
AD 2 LFBZ ATT 01

ATTERRISSAGE A VUE
Visual landing

10 OCT 19



FIS: 119.175
ATIS: 128.230 ☎ 05 59 22 43 72
APP: BIARRITZ Approche/Approach 125.600
TWR: 118.700
GND (SOL): 121.950

RWY	QFU	Dimensions Dimension	Nature Surface	Résistance Strength	TODA	ASDA	LDA
09 27	090 270	2250 x 45	Revêtue Paved	54 F/AW/T	2310 2310	2250 2230	2045 2230

Aides lumineuses :

HI RWY 09/27.
Ligne d'approche 420 m, feux à éclats séquentiels
HI RWY 09.

Lighting aids :

LIH RWY 09/27.
APCH line 420 m, sequenced flashing lights LIH RWY 09.

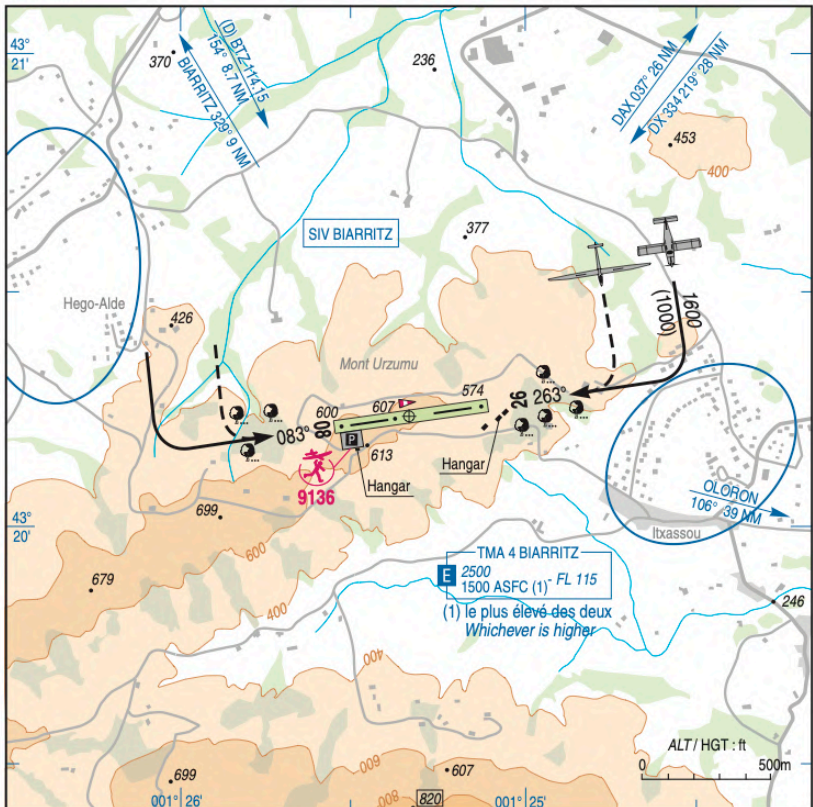
ATTERRISSAGE A VUE Visual landing

Usage restreint
Restricted use
04 FEB 16

ITXASSOU
AD 2 LFIX ATT 01

					ALT AD : 607 185 m	LFIX
					LAT : 43 20 15 N	Non WGS-84
					LONG : 001 25 20 W	VAR : 1°W (15)

APP : NIL
TWR : NIL
AJA : 123.5



RWY	QFU	Dimensions Dimension	Nature Surface	Résistance Strength	TODA	ASDA	LDA
08	083	600 x 50	Non revêtue	-	600	600	600
26	263		Unpaved		600	600	600

Aides lumineuses : NIL

Lighting aids : NIL

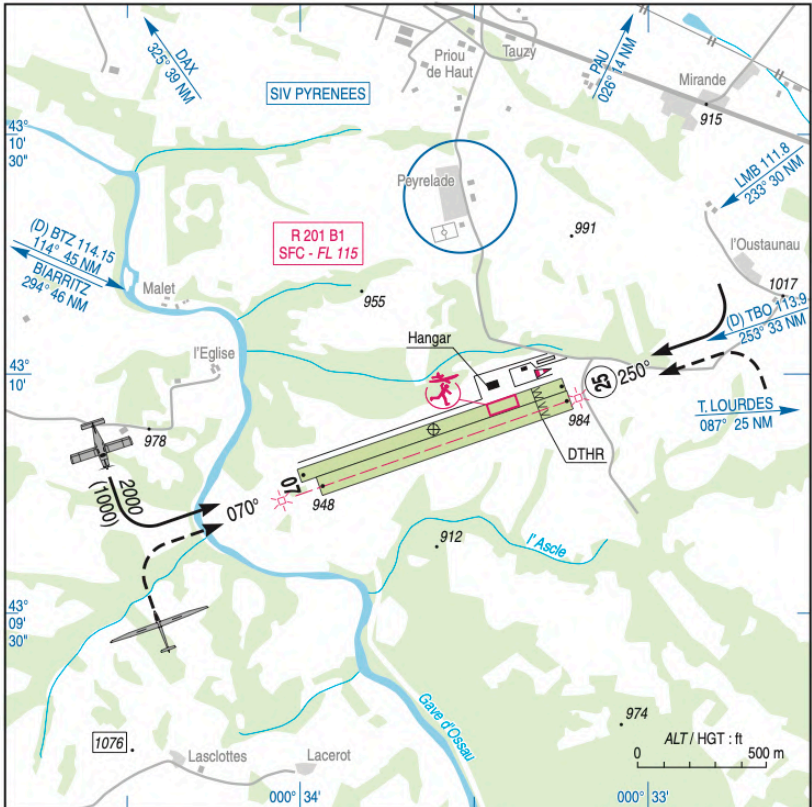
ATTERRISSAGE A VUE Visual landing

Ouvert à la CAP
Public air traffic
29 MAR 18

OLORON HERRERE AD 2 LFCO ATT 01

	ALT AD : 984 290 m LAT : 43 09 53 N LONG : 000 33 37 W	LFCO Non WGS-84 VAR : 0° (15)
---	---	--

APP : NIL
 TWR : NIL
AJA : 118.775



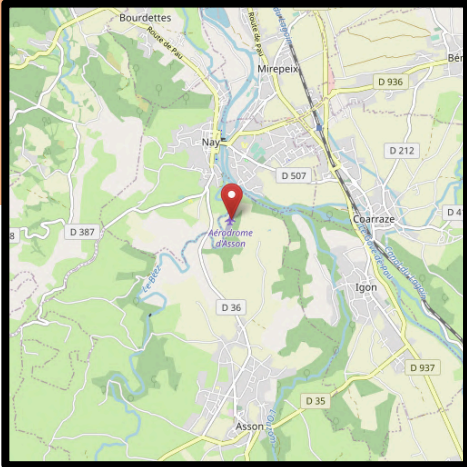
RWY	QFU	Dimensions Dimension	Nature Surface	Résistance Strength	TODA	ASDA	LDA
07L 25R	070 250	1080 x 50	Non revêtue Unpaved	-	1080 1080	1080 1080	1080 950
07R 25L	070 250	1030 x 70	Non revêtue Unpaved	-	1030 1030	1030 1030	1030 900

Aides lumineuses : NIL

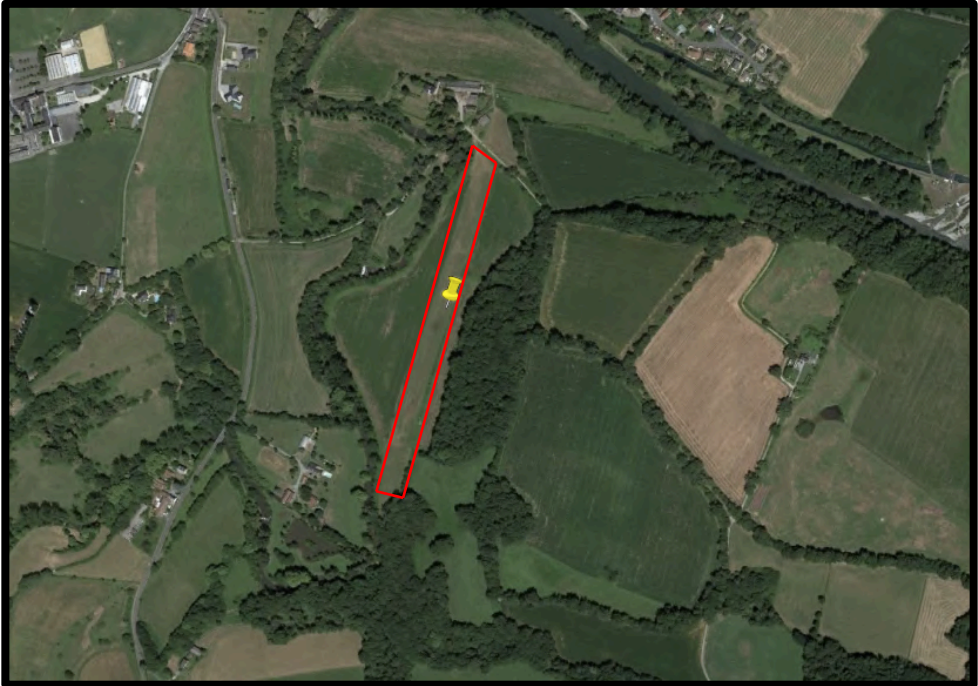
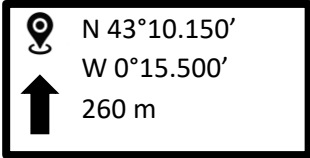
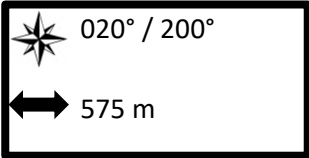
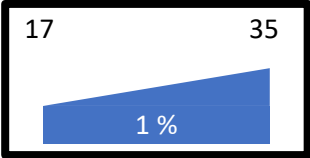
Lighting aids : NIL

ASSON – LF6421

4

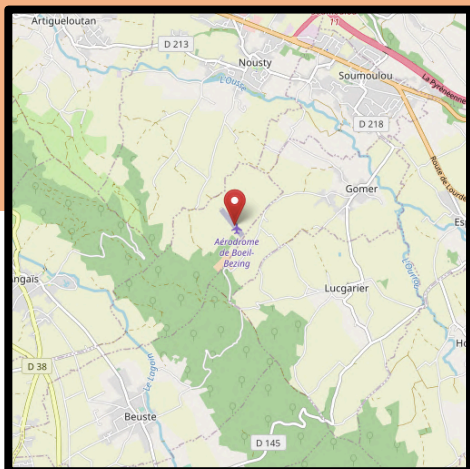


- Aérodrome privé, demande obligatoire
- Contact : Jean Laplace (+33 5 59 61 06 26)

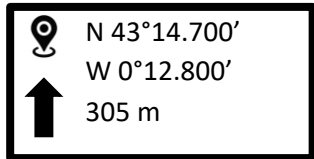
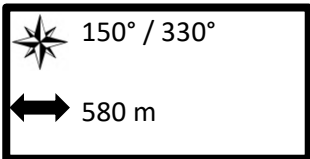
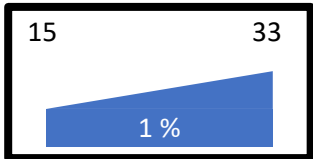


BOEIL BEZING – LF6422

5

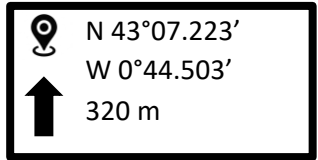
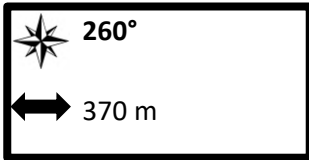
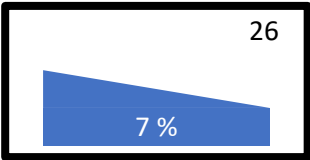
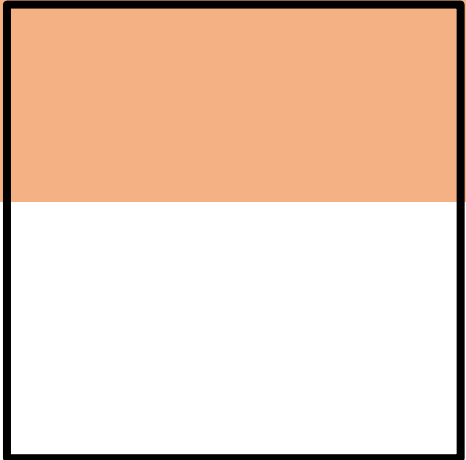
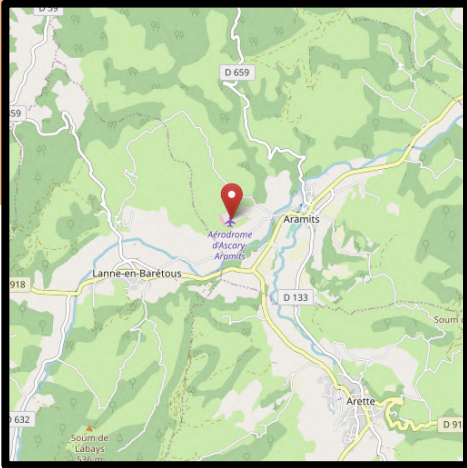


- Aérodrome privé utilisable uniquement en cas de force majeure.
- Contact : gestionnaire terrain (+33 6 08 16 63 84)



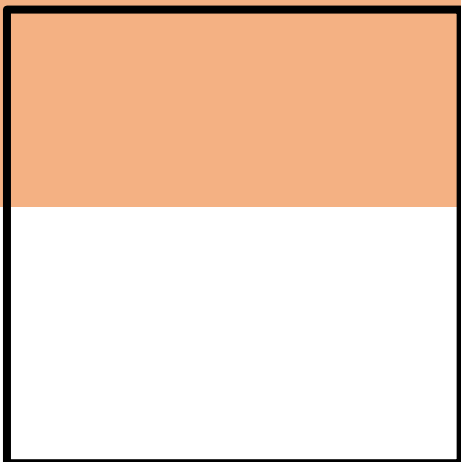
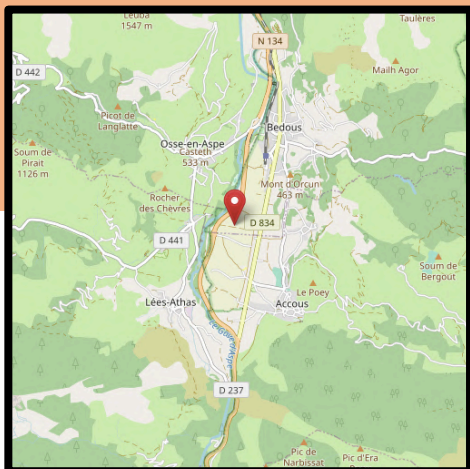
ARAMITS

6



BEDOUS

7



Plat

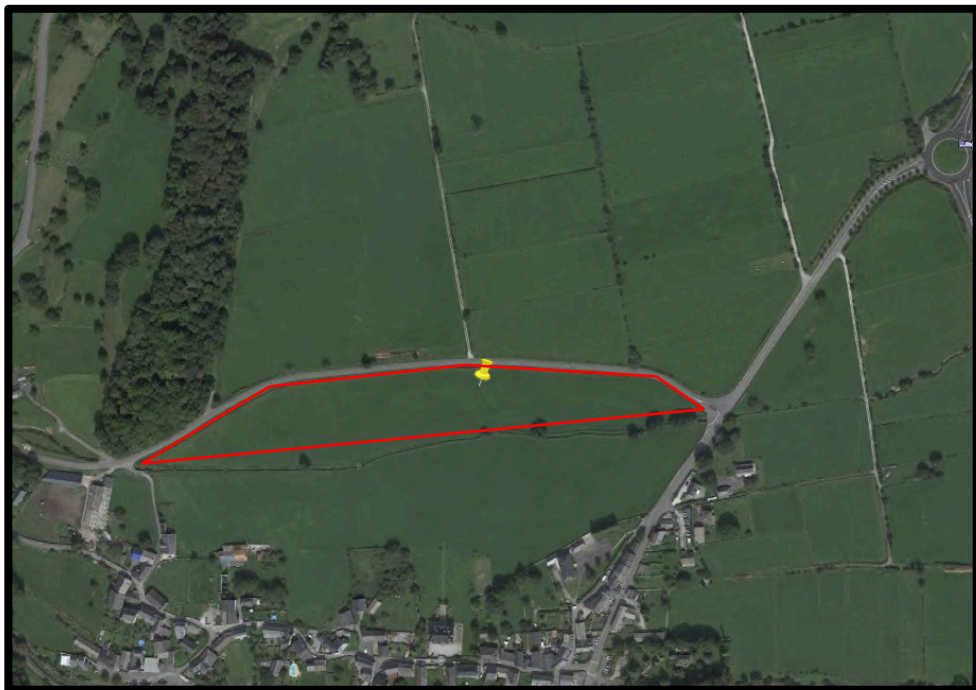
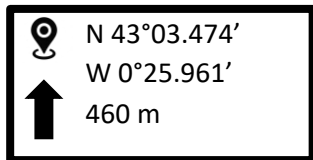
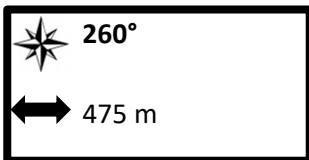
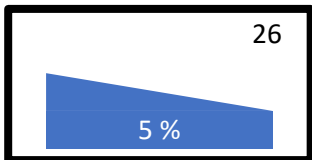
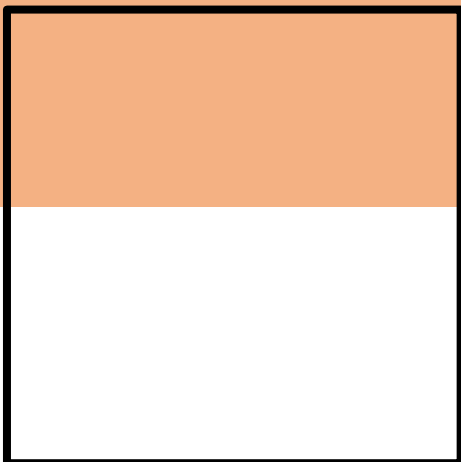
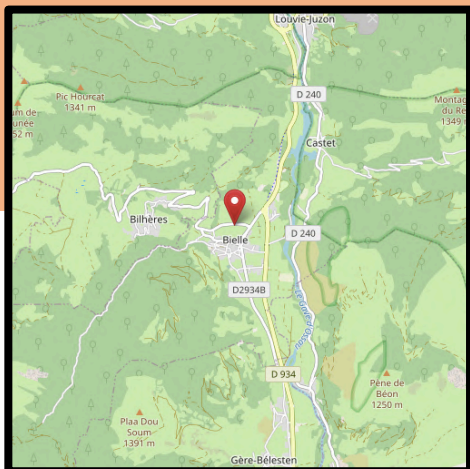
100° / 280°
400 m

N 42°59.136'
W 0°36.585'
420 m



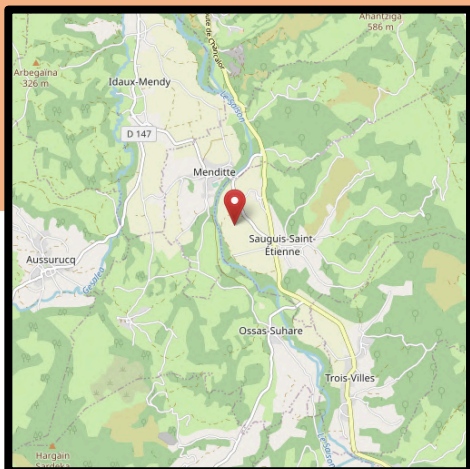
BIELLE

8



MENDITTE

9



- Herbe haute et bétail possible

Plat

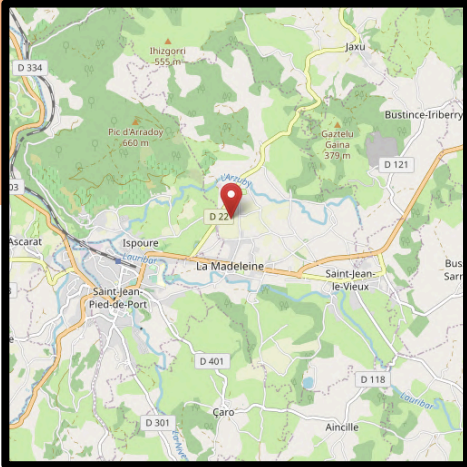
060° / 240°
430 m

N 43°09.283'
W 0°53.883'
185 m

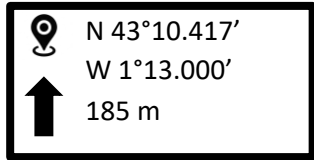
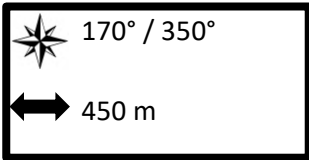
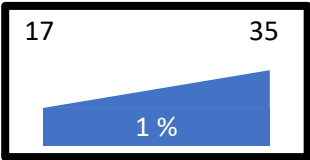


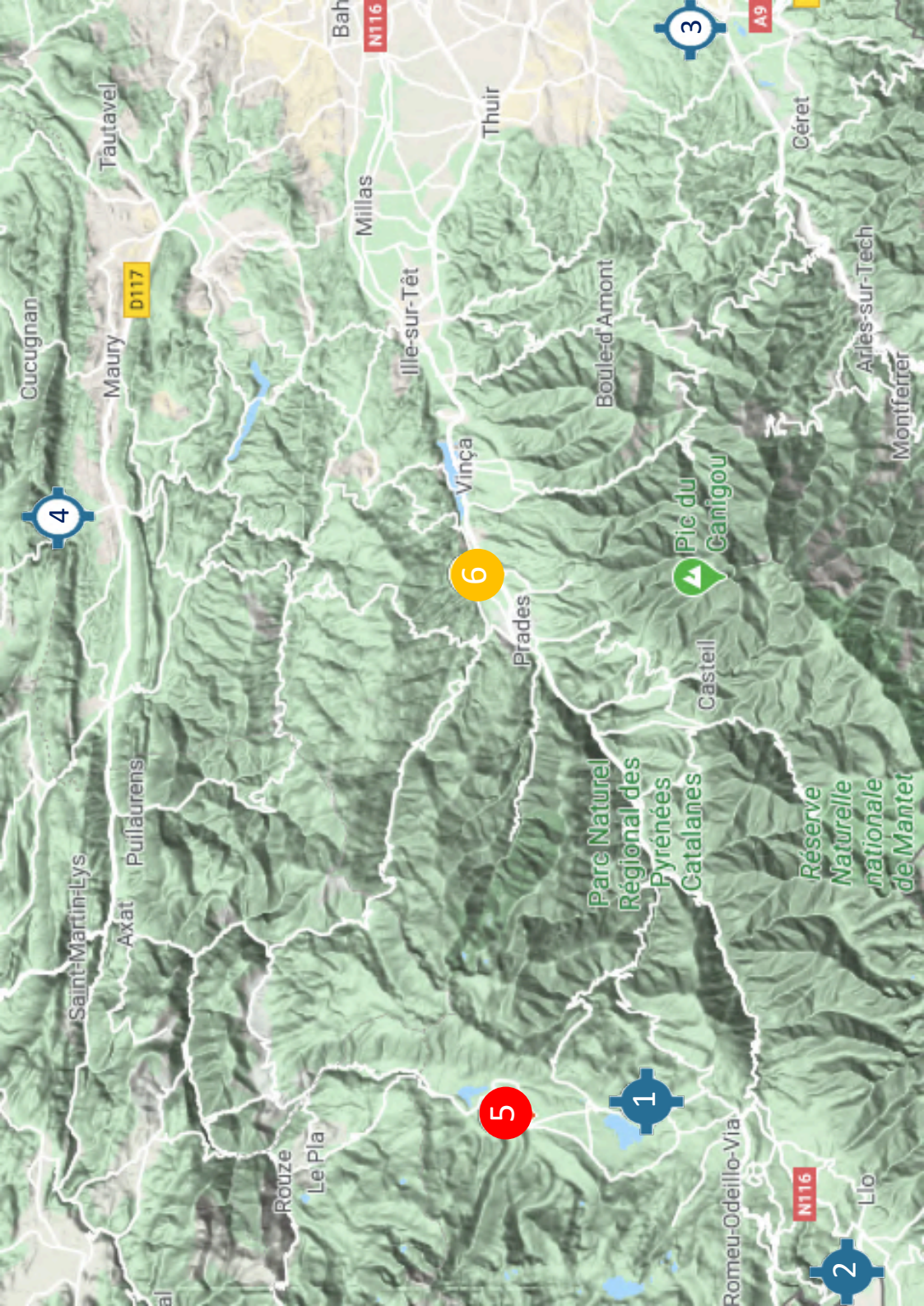
SAINT JEAN

10



- Possibilité de clôtures et d'herbe haute
- Autres champs aux alentours selon les conditions





4

3

6

1

5

2

PYRÉNÉES ORIENTALES

Numéro	Type	Nom	Page
1	Aérodrome	La Llagone	72
2	Aérodrome	Sainte Léocadie	73
3	ULM	St Jean Pla de Corts	74
4	ULM	St Paul de Fenouillet	75
5	Champ	Formiguères	76
6	Champ	Prades	77

LA LLAGONE - LFNQ

1

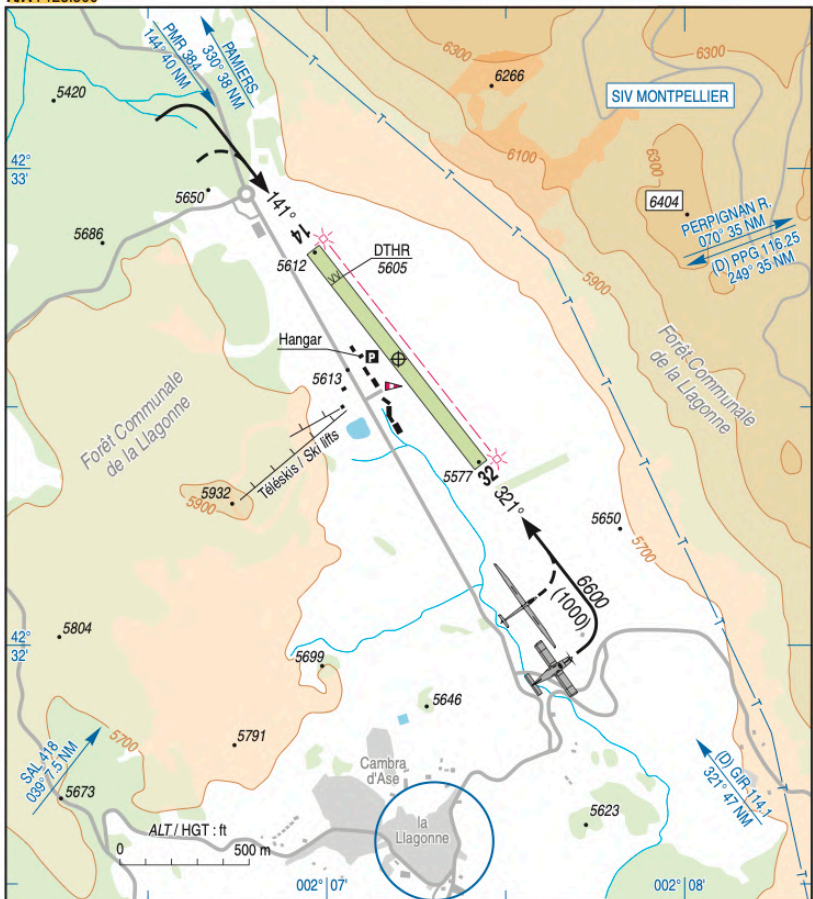
ATTERRISSAGE A VUE
Visual landing

Usage restreint
Restricted use
20 JUN 19

LA LLAGONNE LA QUILLANE
AD 2 LFNQ ATT 01

	ALT AD : 5612 1710 m LAT : 42 32 36 N LONG : 002 07 12 E	LFNQ VAR : 0° (15)
---	---	------------------------------

TWR : NIL
APP : NIL
A/A : 123.500



RWY	QFU	Dimensions Dimension	Nature Surface	Résistance Strength	TODA	ASDA	LDA
14	141	1026 x 60	Non revêtue	-	1026	1026	890
32	321		Unpaved		1026	1026	1026

Aides lumineuses : NIL Lighting aids : NIL

SAINTE LÉOCADIE - LFYS

2

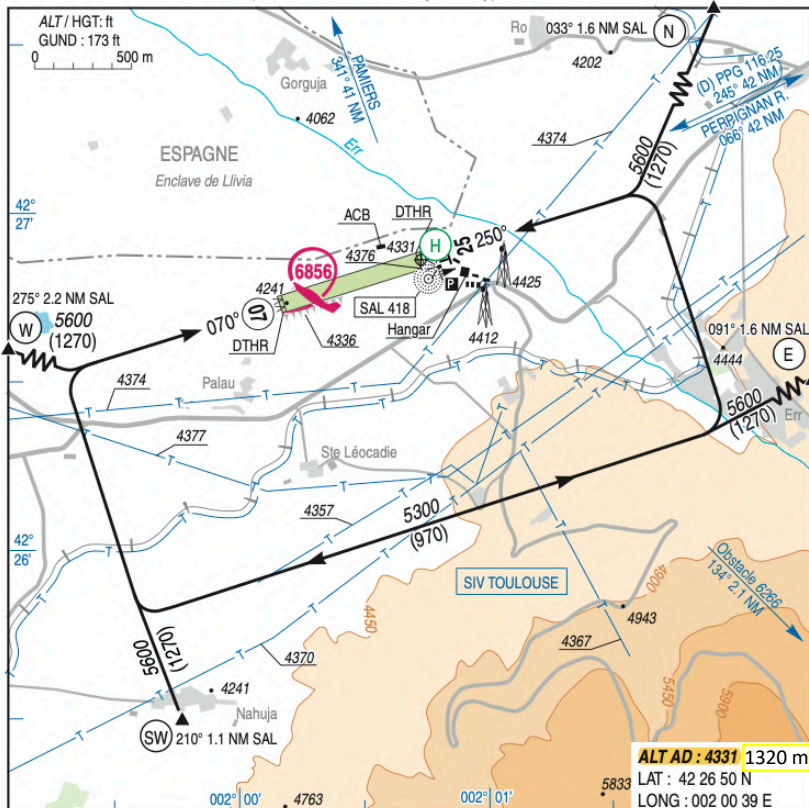
SAINTE LEOCADIE

AD 2 LFYS ATT 01

A/A : (Activité militaire/Military activity) / Auto info 118.625

ATTERRISSAGE A VUE

Visual Landing

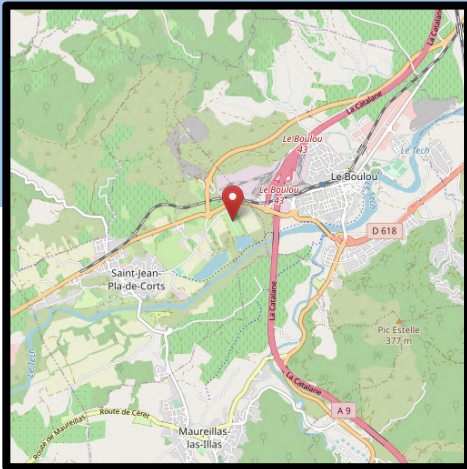


Aides lumineuses : NIL

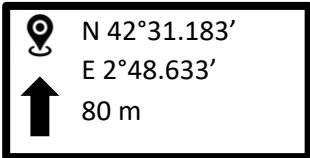
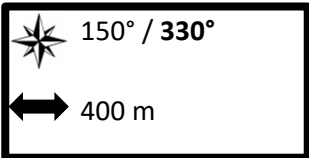
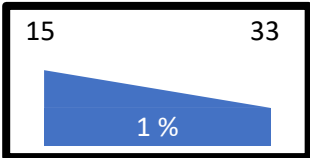
Lighting aids : NIL

ST JEAN PLA DE CORTS – LF6655

3

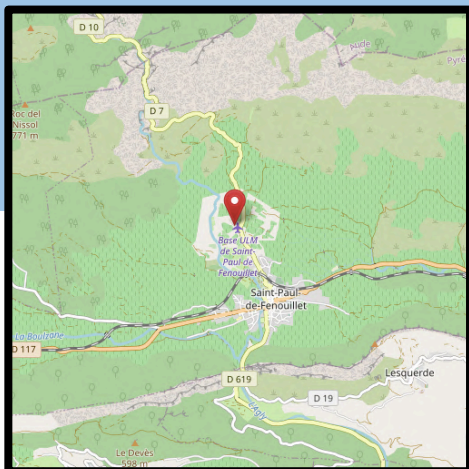


- Circuit côté Est
- Seuil 33 décalé car présence d'un câble de télési
- Surface parfois abimée par les sangliers
- Terrain entouré d'une clôture électrique
- Contact : Régis Garcès (+33 6 15 62 22 82)



ST PAUL DE FENOUILLET – LF6652

4



- A/A : 123.5
- Toucher impératif en seuil de piste conseillé
- Autre piste possible

- Contact : Jean-Pierre Tisseyre (+33 6 18 00 64 35)

Plat



140° / 320°



250 m



N 42°49.233'

E 2°29.783'



260 m

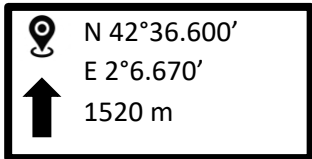
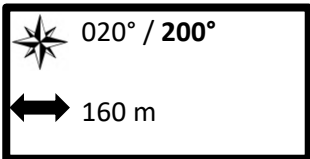
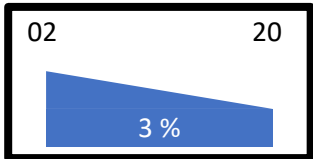


FORMIGUÈRES

5

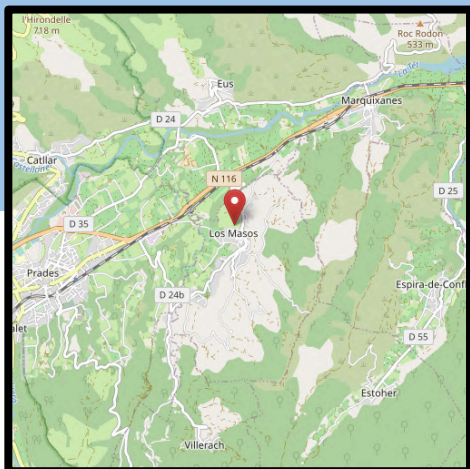


- Piste en dur d'aéromodélisme
- Court et pentu

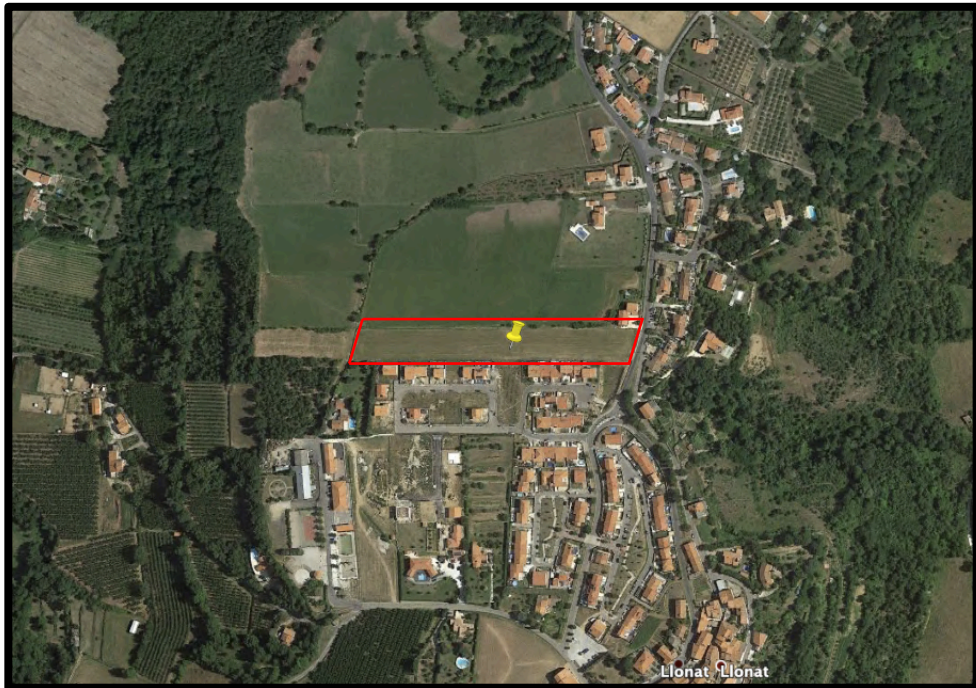
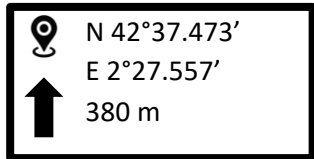
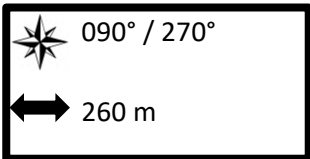
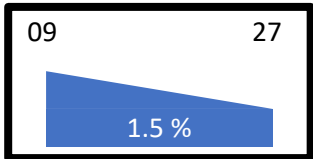


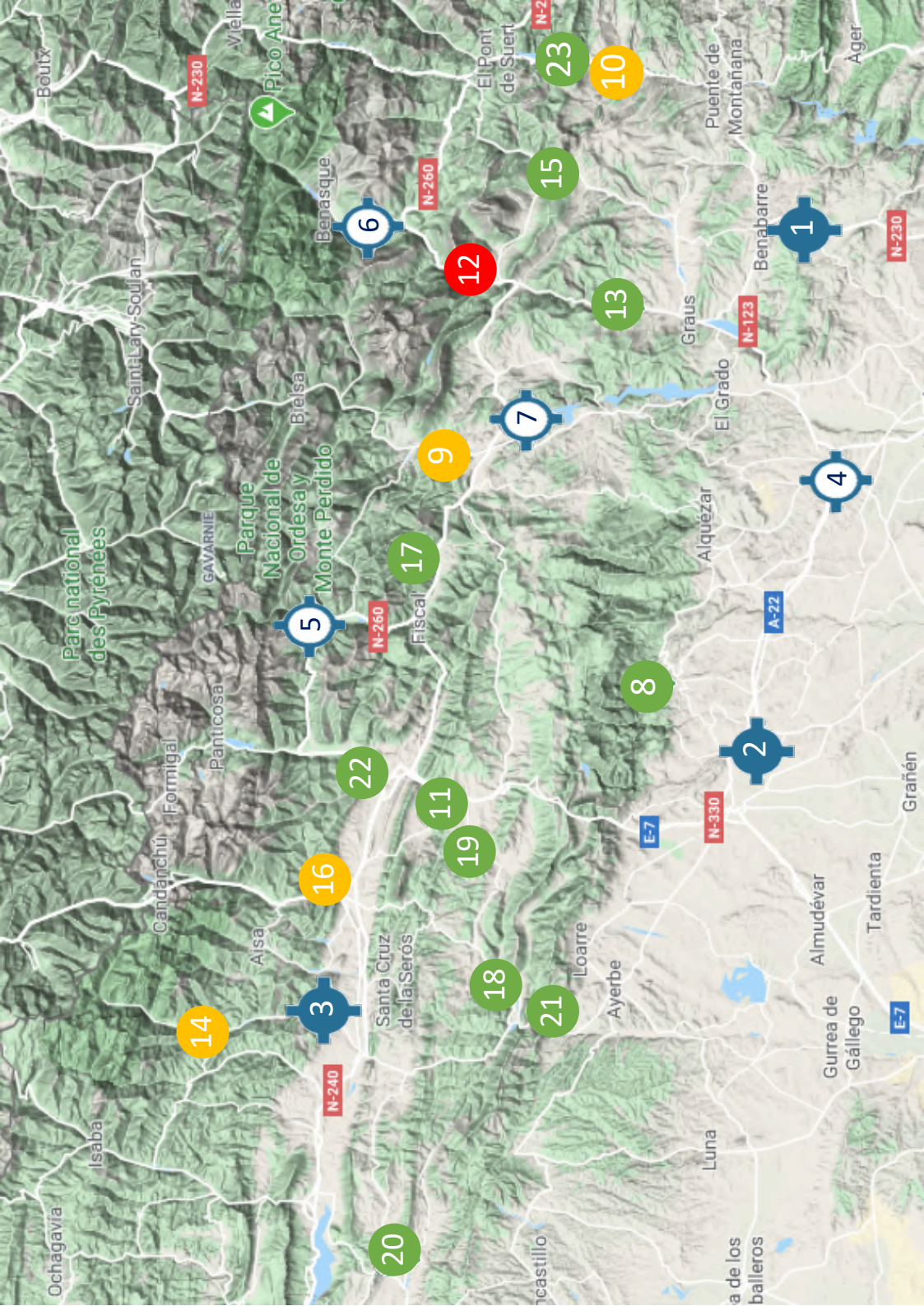
PRADES

6



- Attention à la ligne électrique



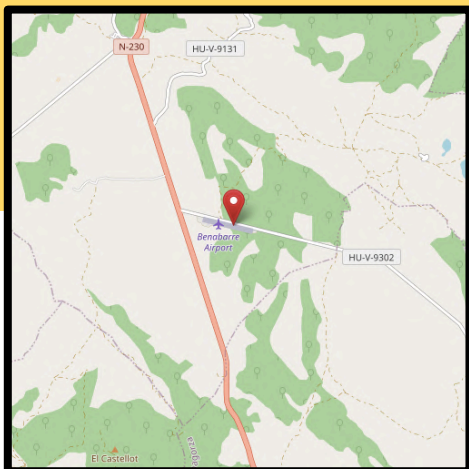


ARAGÓN

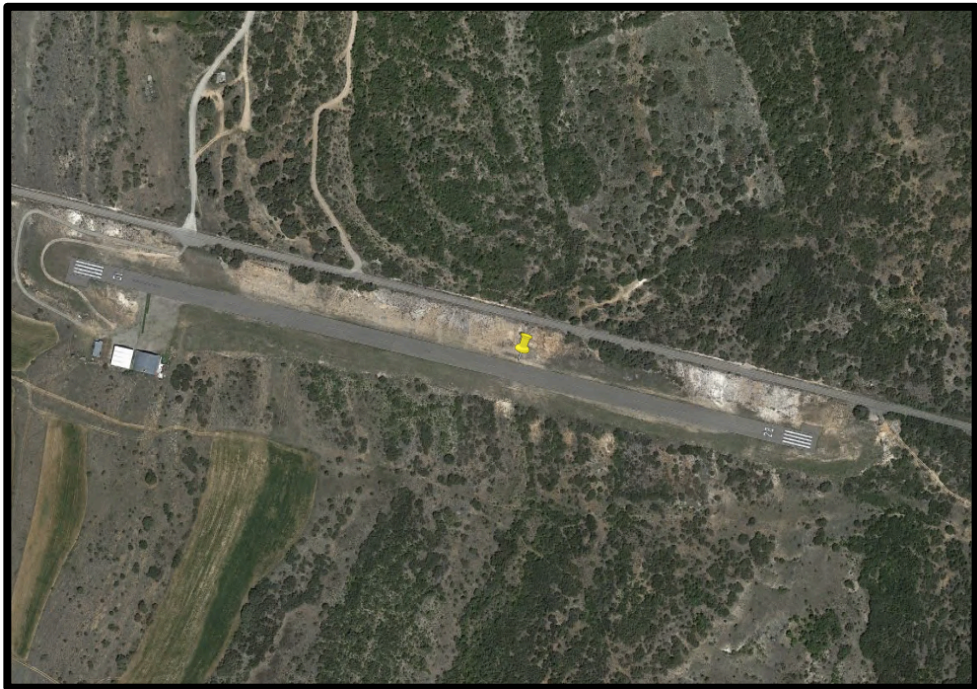
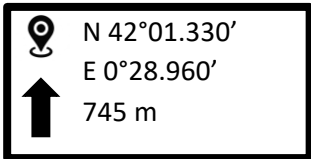
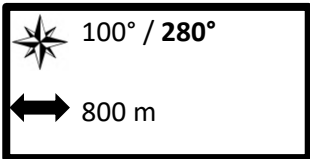
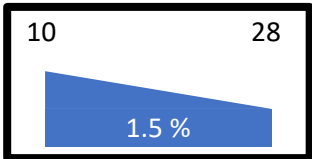
Numéro	Type	Nom	Page
1	Aérodrome	Benabarre	80
2	Aérodrome	Huesca	81
3	Aérodrome	Santa Cilia	82
4	ULM	Barbastro	83
5	ULM	Broto	84
6	ULM	Castejón de Sos	85
7	ULM	Coscojuela	86
8	Champ	Aguas	87
9	Champ	Ainsa	88
10	Champ	Arén	89
11	Champ	Barangua	90
12	Champ	Campo	91
13	Champ	Graus	92
14	Champ	Hecho	93
15	Champ	Isábena	94
16	Champ	Jaca	95
17	Champ	Javierre	96
18	Champ	La Peña	97
19	Champ	Latre	98
20	Champ	Navardún	99
21	Champ	Riglos	100
22	Champ	Sabiñánigo	101
23	Champ	Sopeira	102

BENABARRE - LENA

1

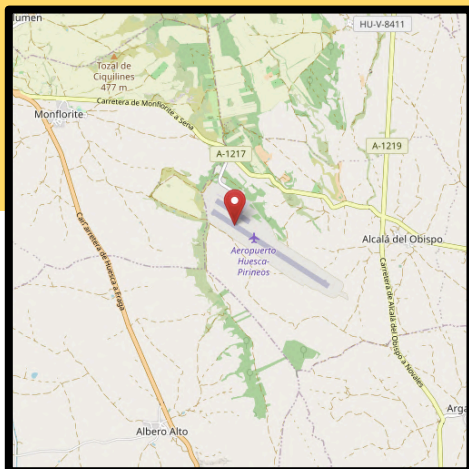


- Fréquence 122.475
- Circuit côté Sud

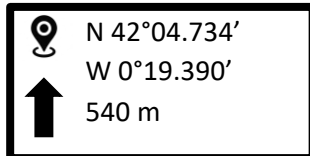
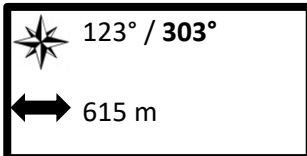
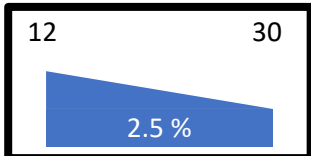


HUESCA - LEHC

2

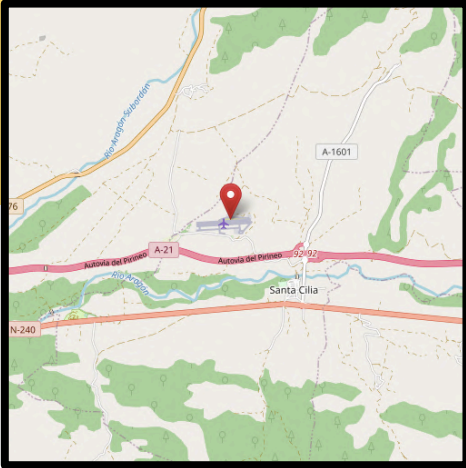


- AFIS : 128.95
- Autre fréquence : 122.6
- Circuit côté Nord
- Prendre la petite piste mais jamais la grande
- Aéroport commercial



SANTA CILIA - LECI

3



- Radio : 123.5
- Circuit côté Nord

Plat

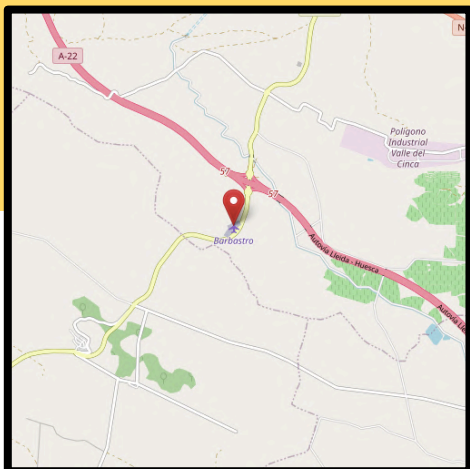
090° / 270°
855 m

N 42°34.180'
W 0°43.600'
685 m



BARBASTRO - ULM

4



- Fréquence : 130.125
- Deux autres pistes

Plat

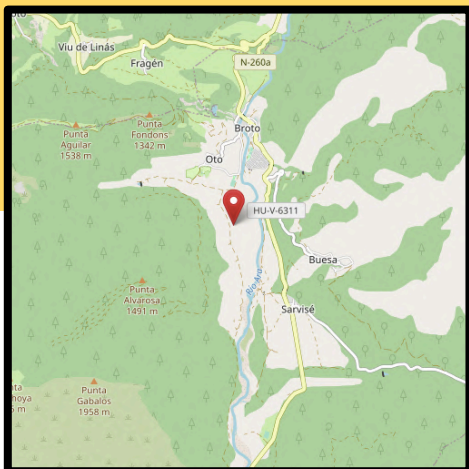
130° / 310°
430 m

N 41°59.660'
E 0°05.525'
430 m



BROTO - ULM

5



- Si la brise est faible, se poser face au Nord
- Talus en bout de piste

Plat

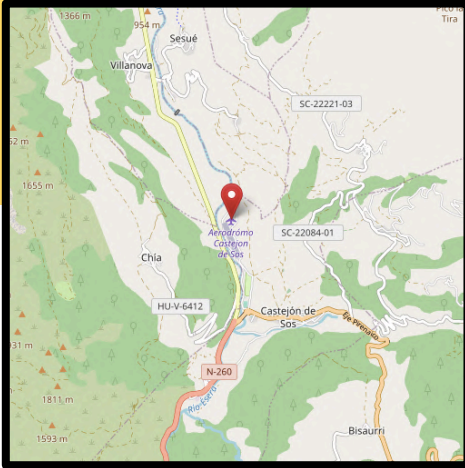
170° / 350°
300 m

N 42°35.361'
W 0°07.485'
900 m

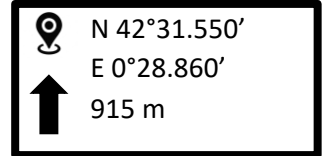
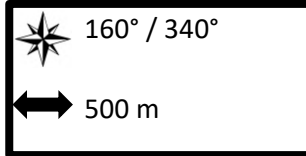
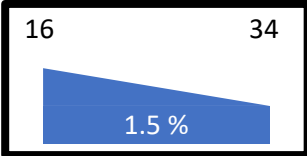


CASTEJÓN DE SOS - ULM

6

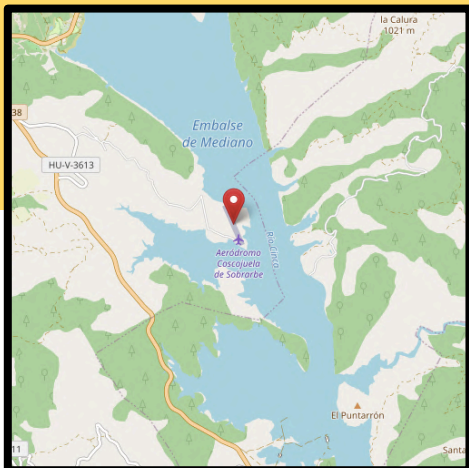


- Fréquence : 130.125
- Balises écartées de 20 m en bord de piste

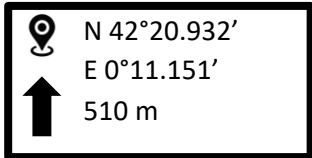
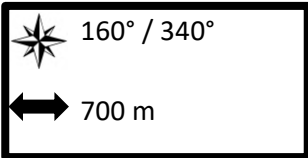
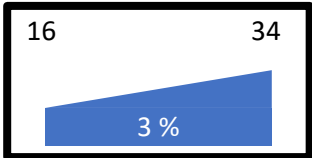


COSCOJUELA - ULM

7

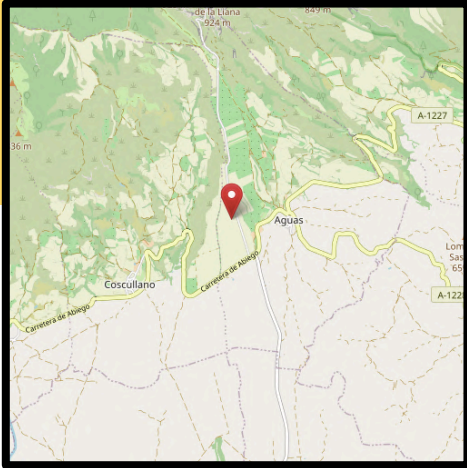


- Trous dans la piste

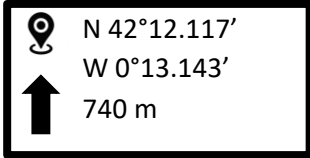
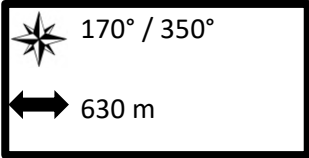
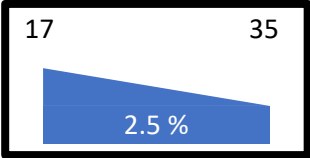


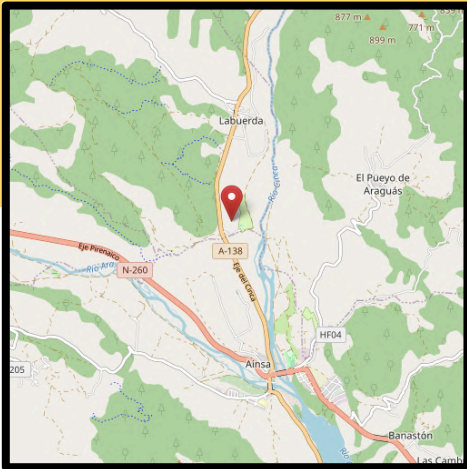
AGUAS

8

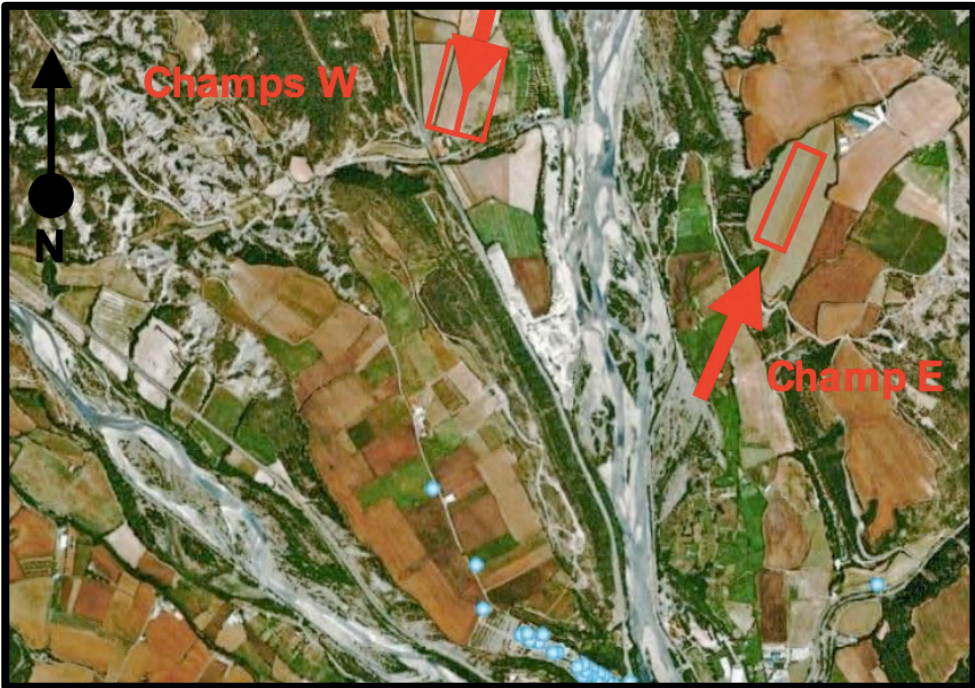
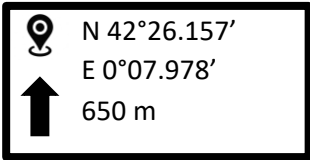
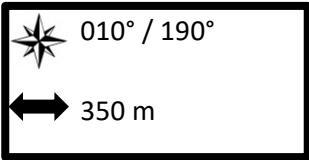
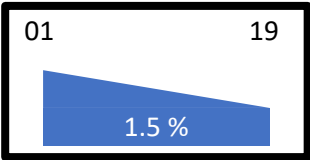


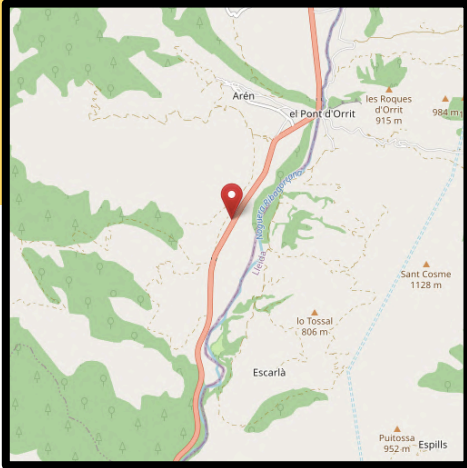
- Ligne électrique au Sud
- Autres alternatives au Sud



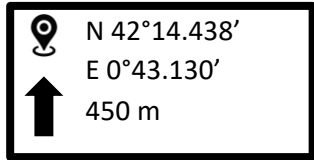
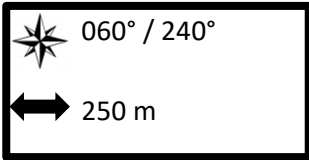
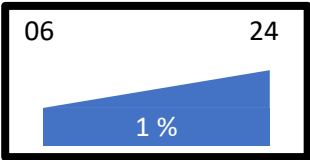


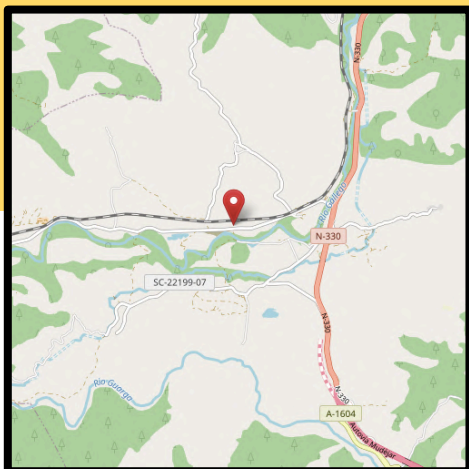
- Champ Ouest : atterrir face au Sud (légère montée)
- Pas de discontinuité au sol entre les deux parcelles du champ
- Champ Est en cas de vent du Nord





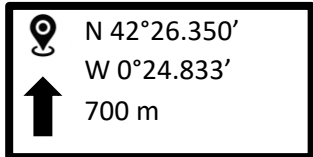
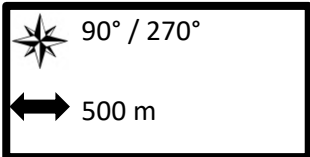
- Attention : nombreuses lignes électriques
- Éviter la piste ULM désaffectée

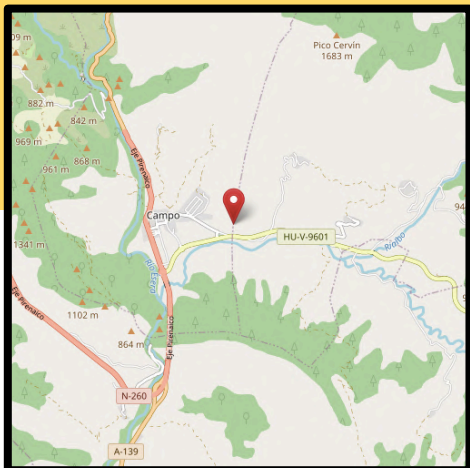




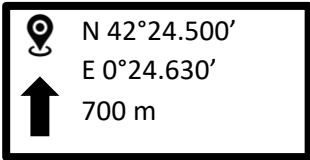
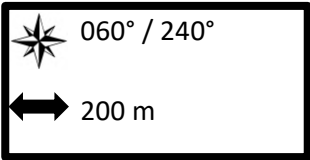
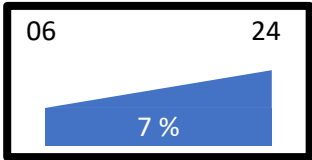
- Ligne électrique au Nord
- Fossé sur le bord Est

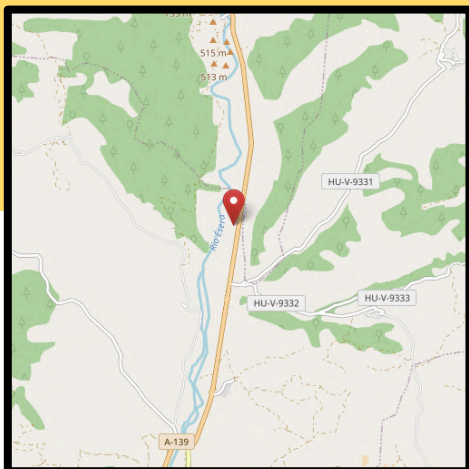
Plat





- Champ très délicat
- Approche sur le hangar
- Attention : ravines avec murets aux extrémités





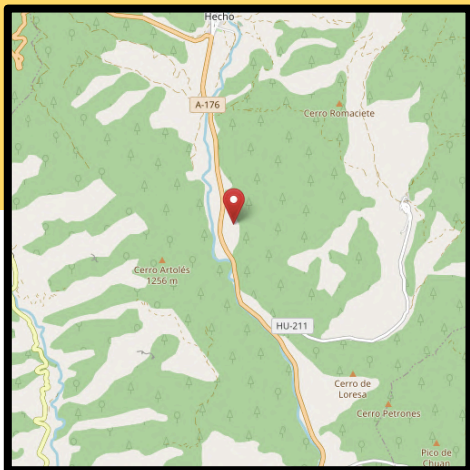
- D'autres champs vachables dans la zone, choisir en fonction des cultures
- Panneaux solaires au Sud

Plat

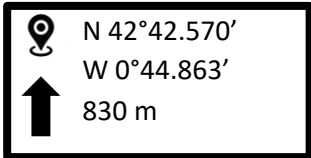
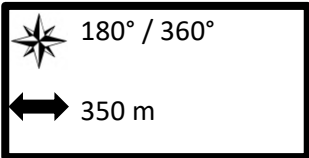
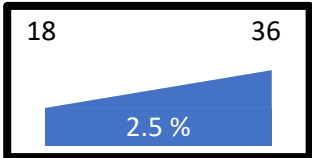
010° / 190°
275 m

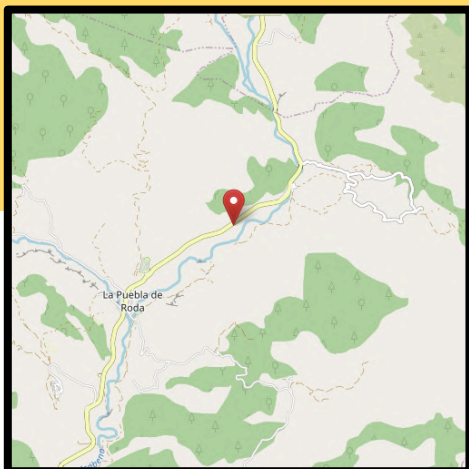
N 42°14.180'
E 0°21.325'
480 m



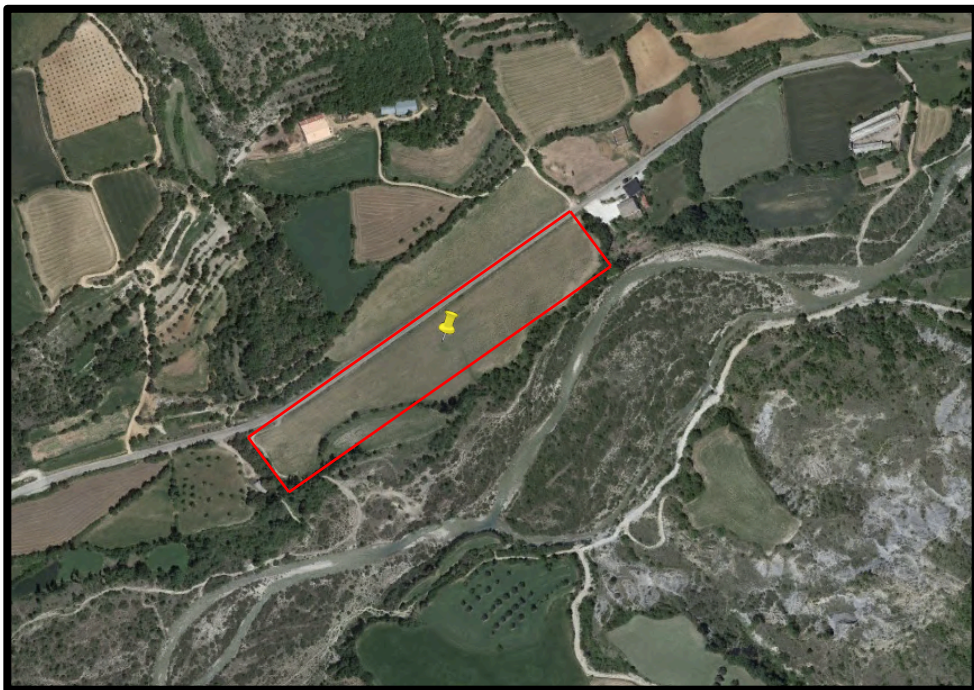
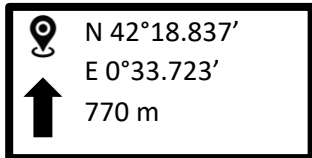
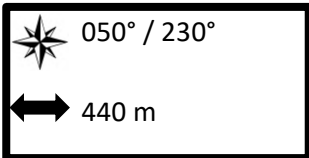
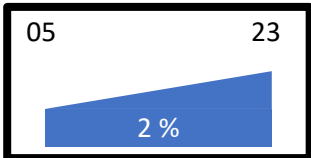


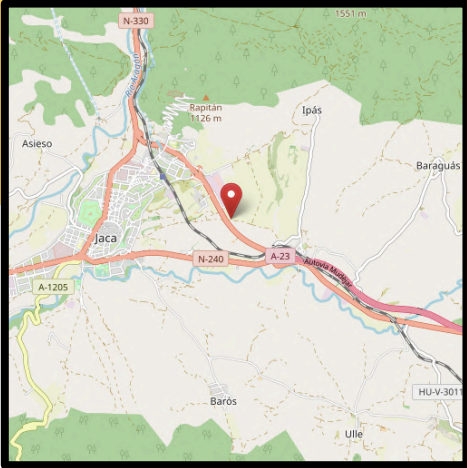
- Un arbre au milieu du champ
- Utiliser la partie Ouest



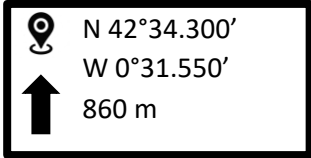
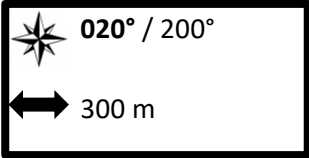
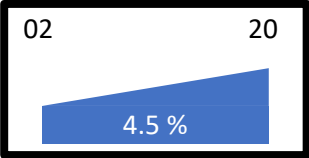


- Arbres au Nord et ligne électrique à l'Est





- Montée vers le Nord



JAVIERRE

17



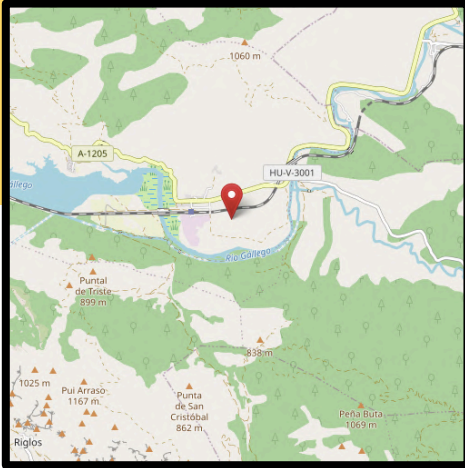
- Atterrir vers le Nord-Ouest :
approche plus facile

Plat

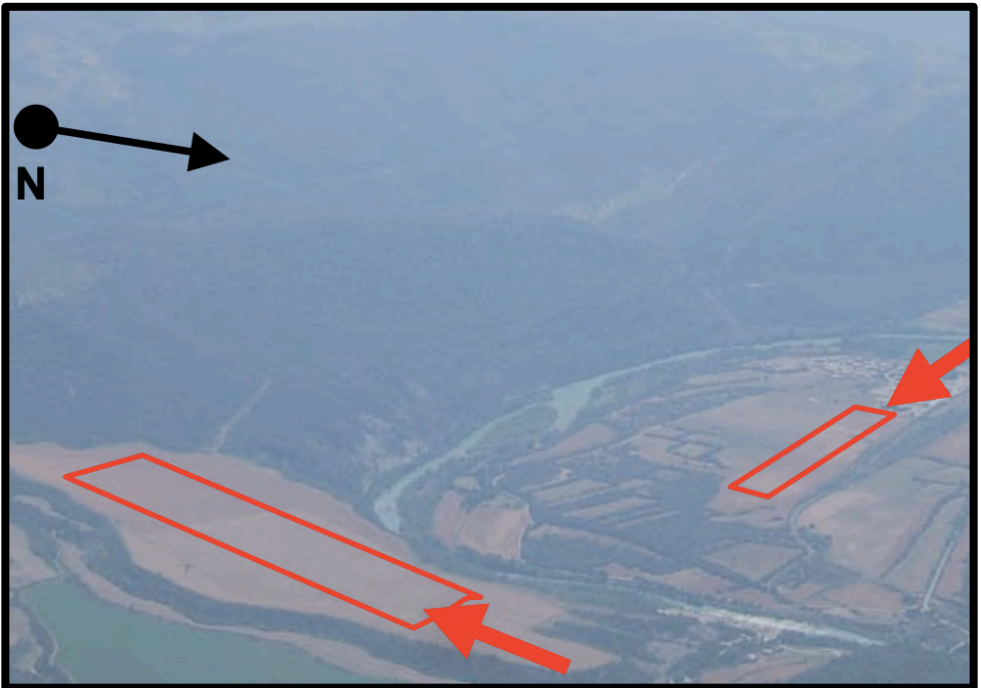
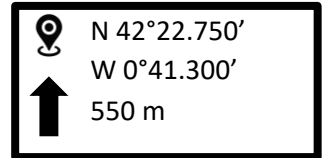
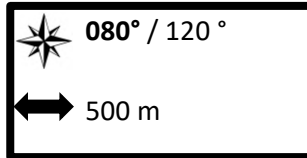
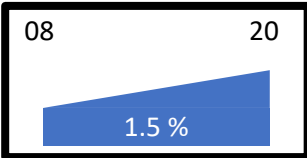
110° / 290°
750 m

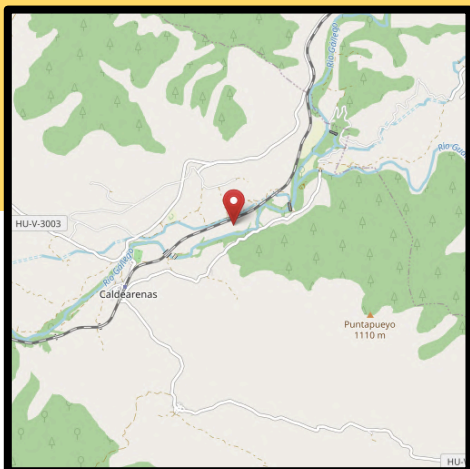
N 42°28.293'
W 0°01.225'
670 m





- Les données sont celles du « petit champ »
- Le grand champ est possible également mais moins homogène et plus piègeur





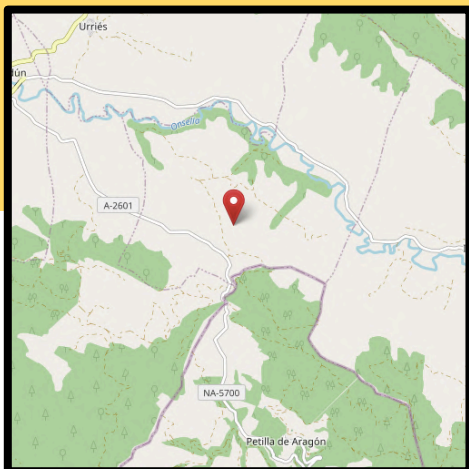
- Ligne électrique au Nord
- Alternatives proches selon les cultures

Plat

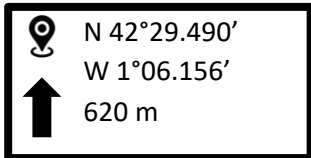
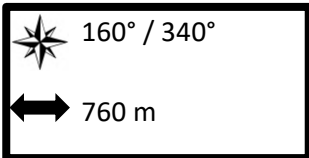
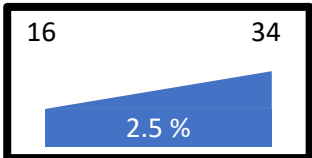
070° / 250°
350 m

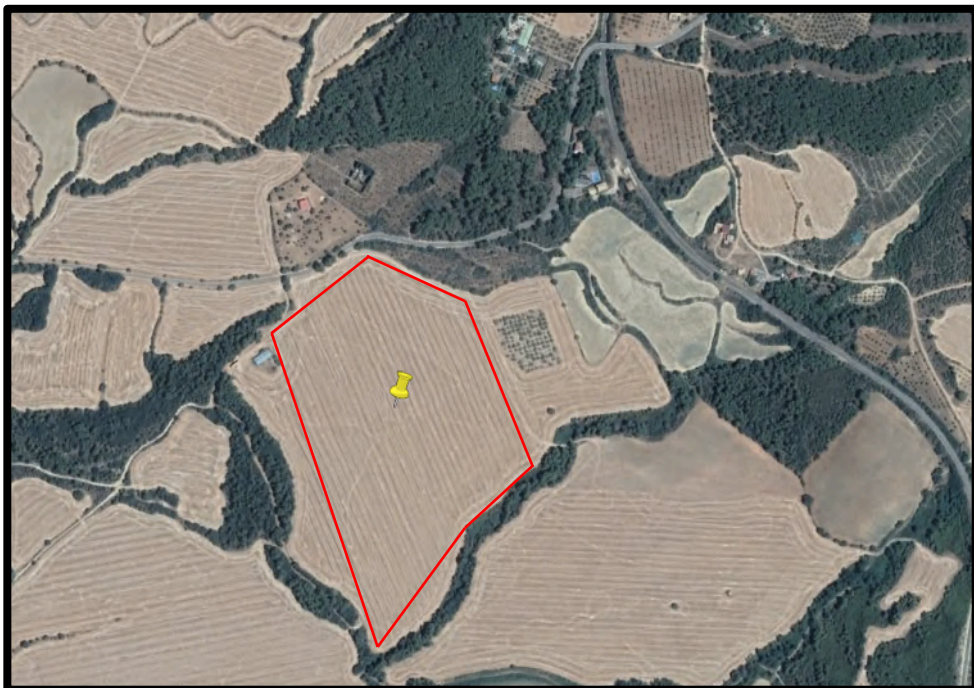
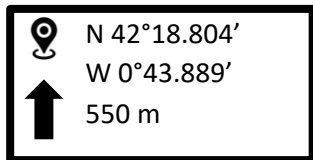
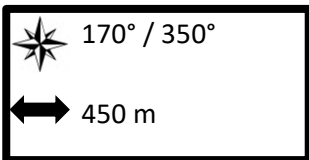
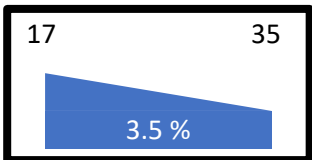
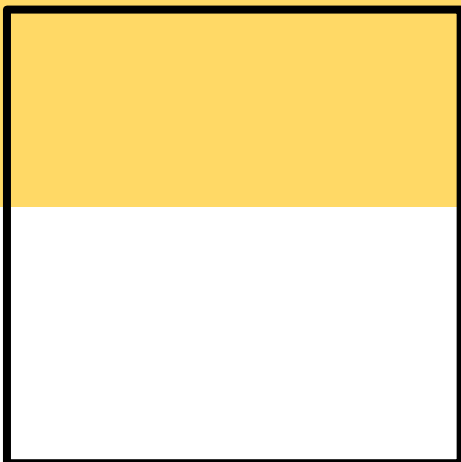
N 42°24.384'
W 0°28.741'
660 m





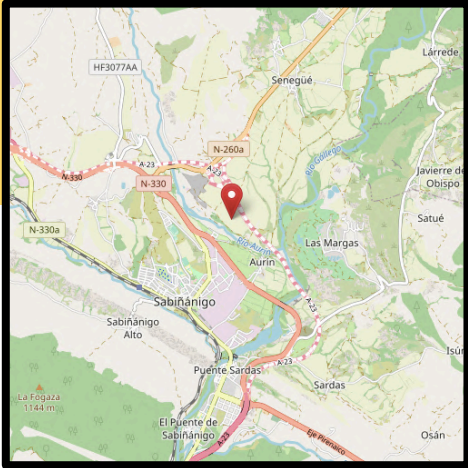
- Petites pierres dans la partie Ouest



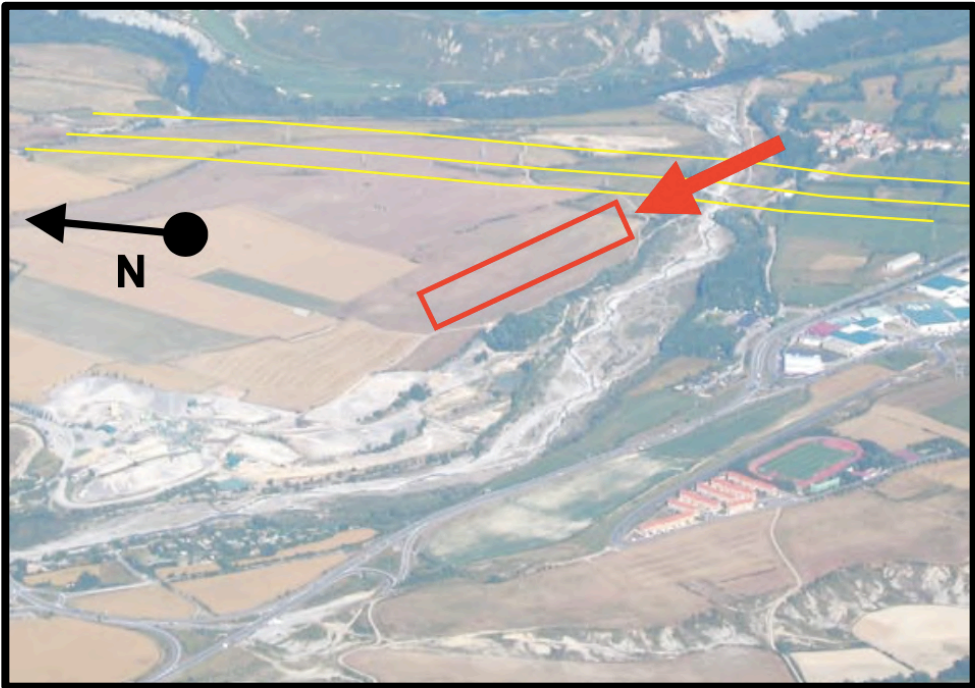
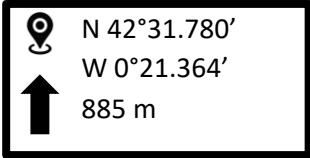
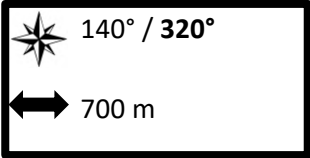
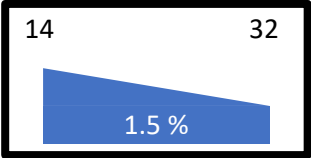


SABIÑÁNIGO

22

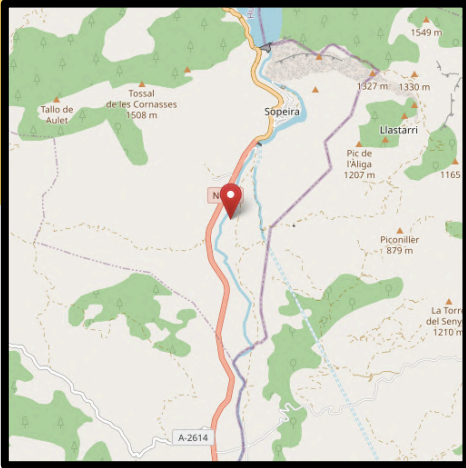


- Légère montée vers le NW
- Privilégier la partie SW
- Lignes électriques au SW et E (hors approche)

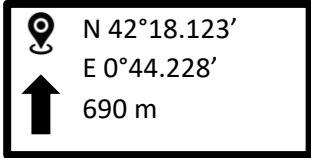
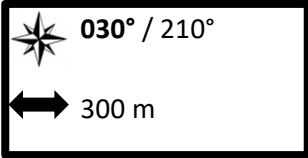
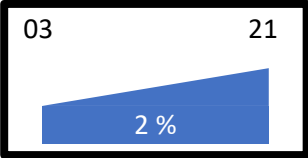


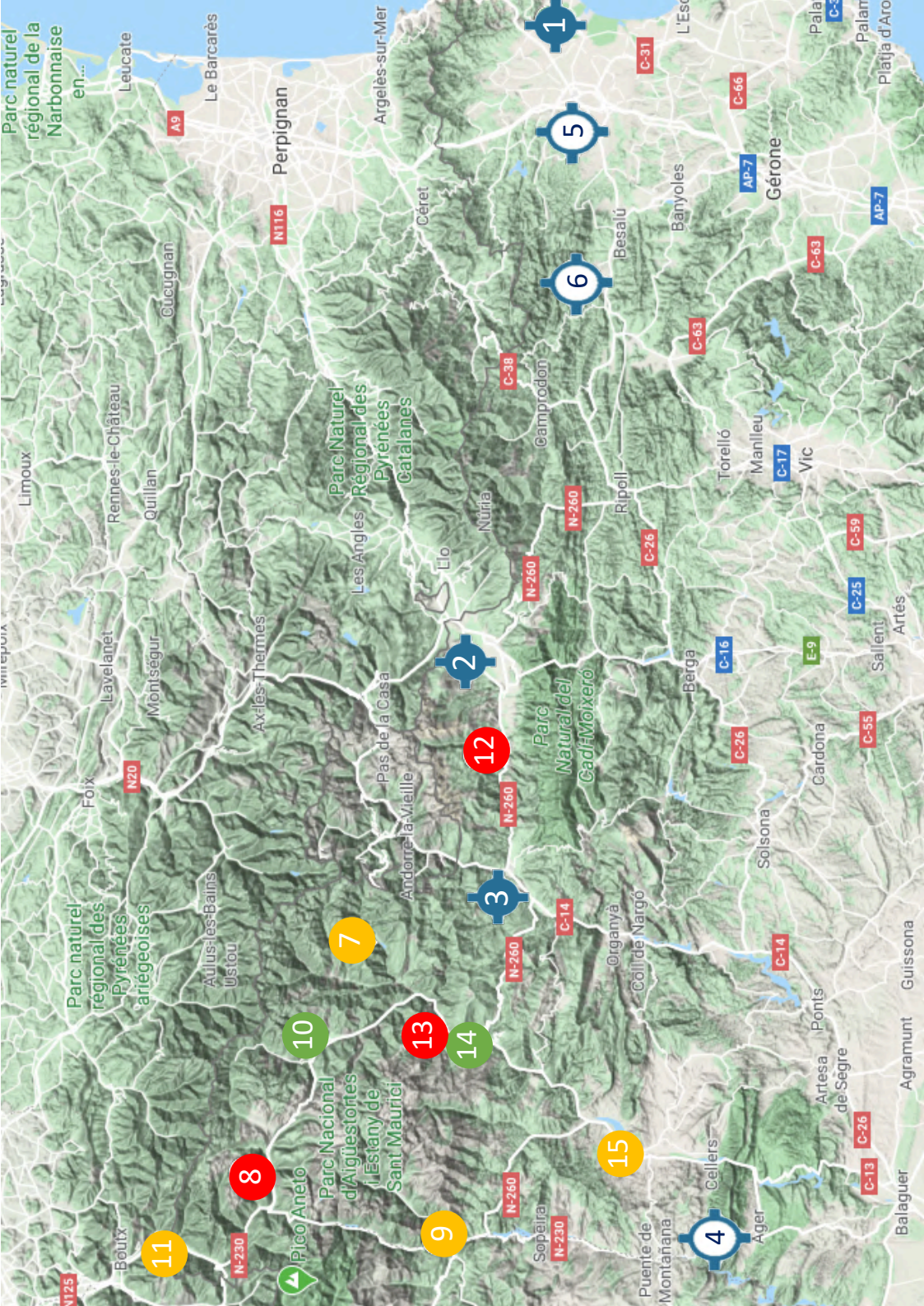
SOPEIRA

23



- Champ situé à 1 km au Sud du barrage
- En montée vers le 030°





1

5

6

2

12

3

7

8

9

10

11

13

14

15

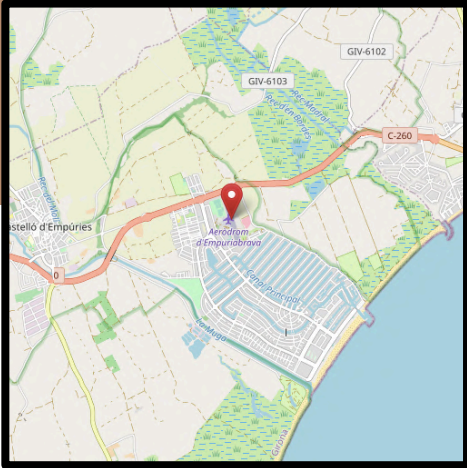
4

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AMPURIABRAVA – LEAP

1



- TWR : 122.4

Plat

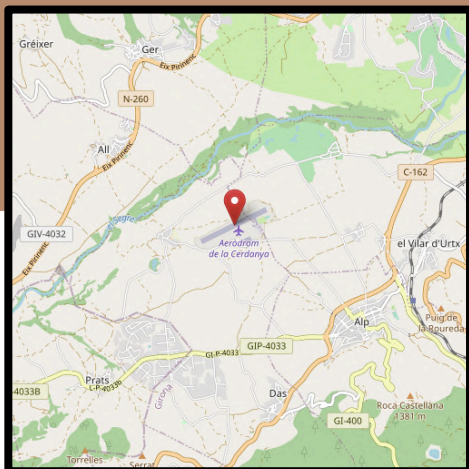
170° / 350°
800 m

N 42°15.600'
E 3°06.583'
2 m



LA CERDAÑA - LECD

2



- A/A : 123.5
- Circuit côté Nord

Plat

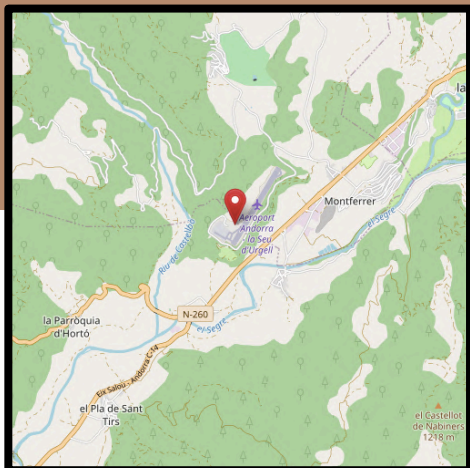
070° / 250°
1150 m

N 42°23.220'
E 1°51.780'
1100 m



LA SEU D'URGELL - LESU

3



- AFIS : 122.2
- Circuit côté Est

Plat

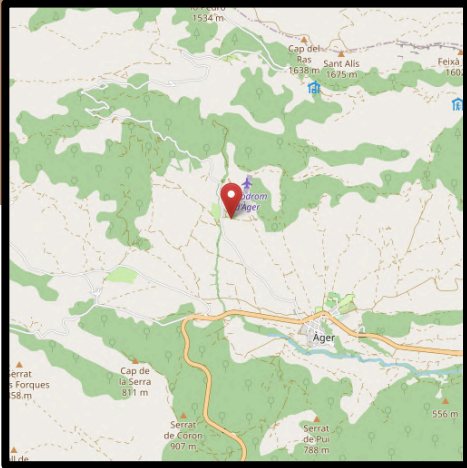
030° / 210°
1265 m

N 42°20.300'
E 1°24.400'
800 m

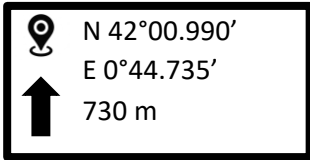
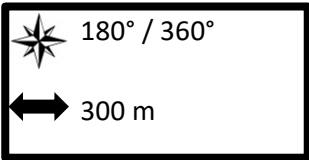
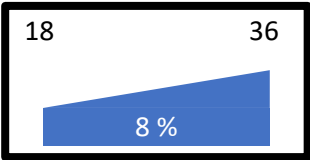


ÀGER - ULM

4

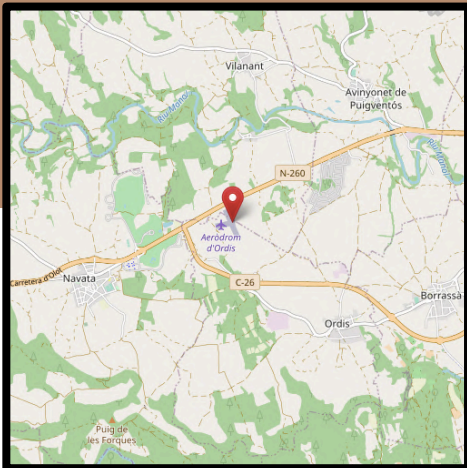


• A/A : 130.125

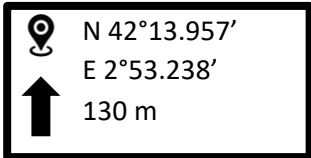
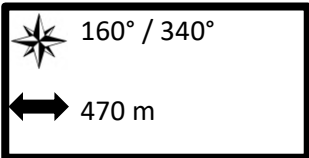
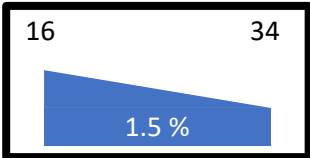


ORDIS - ULM

5

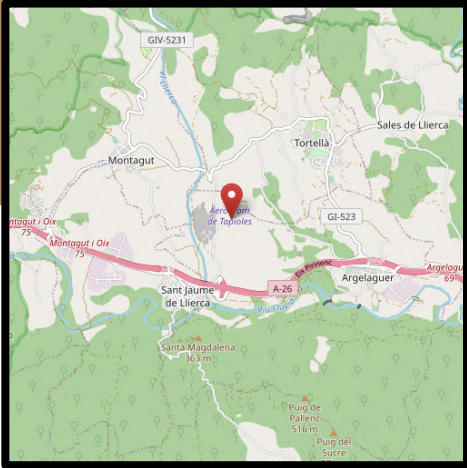


- A/A : 130.125
- Piste 07/25 possible également

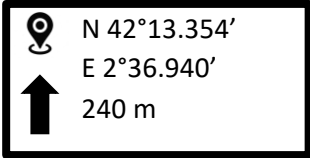
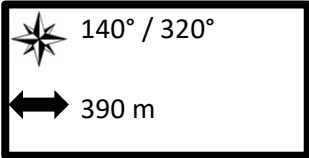
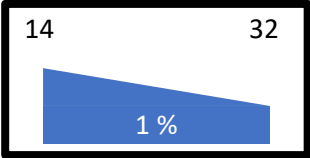


TAPIOLES - ULM

6

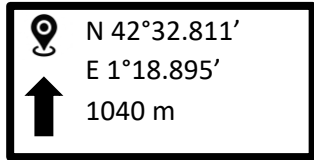
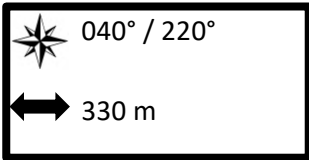
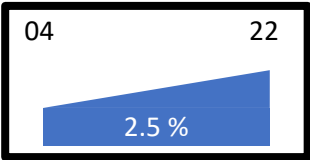


- Piste 11/27 possible également



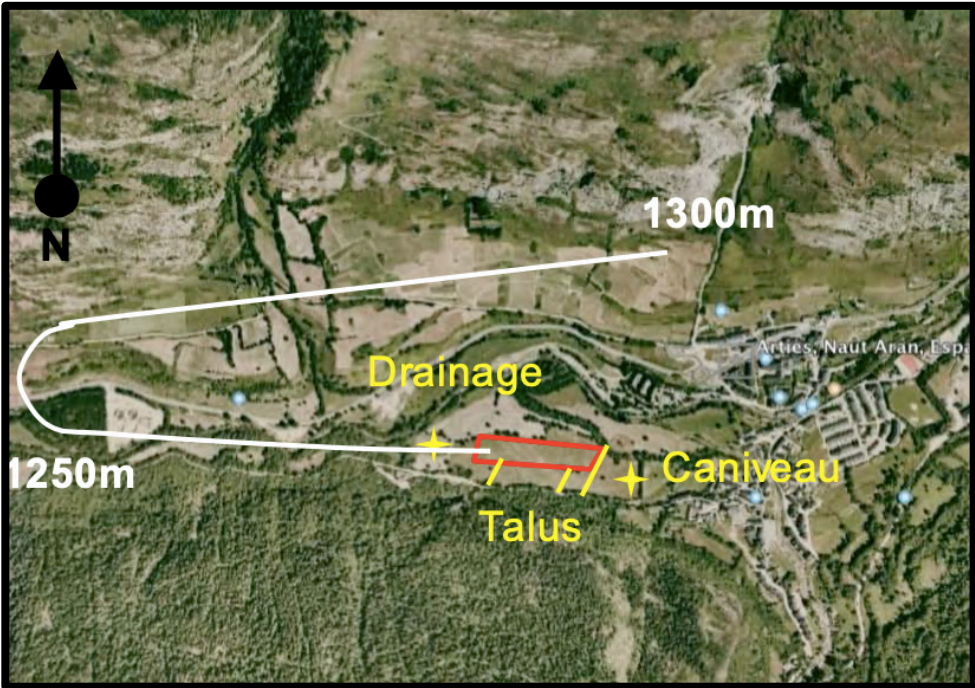
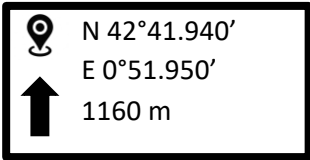
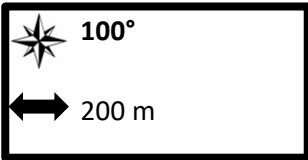
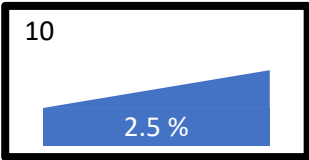


- Arbres au Sud
- Sillons autour du champ



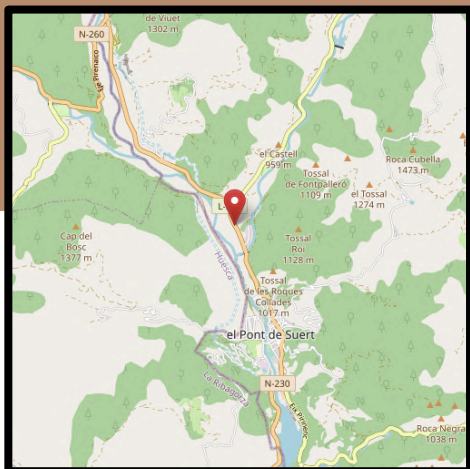


- Champ très délicat
- Nombreux obstacles
- Atterrissage vers l'Est

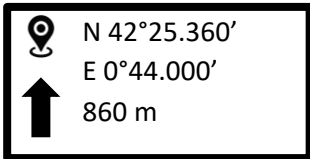
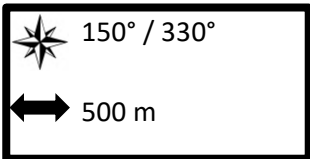
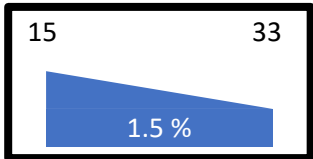


EL PONT DE SUERT

9

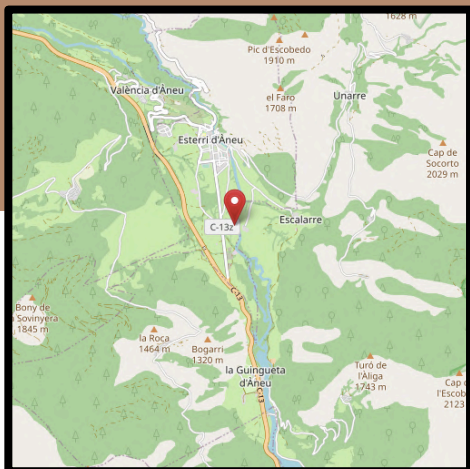


- Attention aux arbres en finale
 - Poser sur la partie Est
 - Utilisable au printemps seulement (herbe haute en été)
-
- Lignes électriques



ESTERRI D'ÀNEU

10

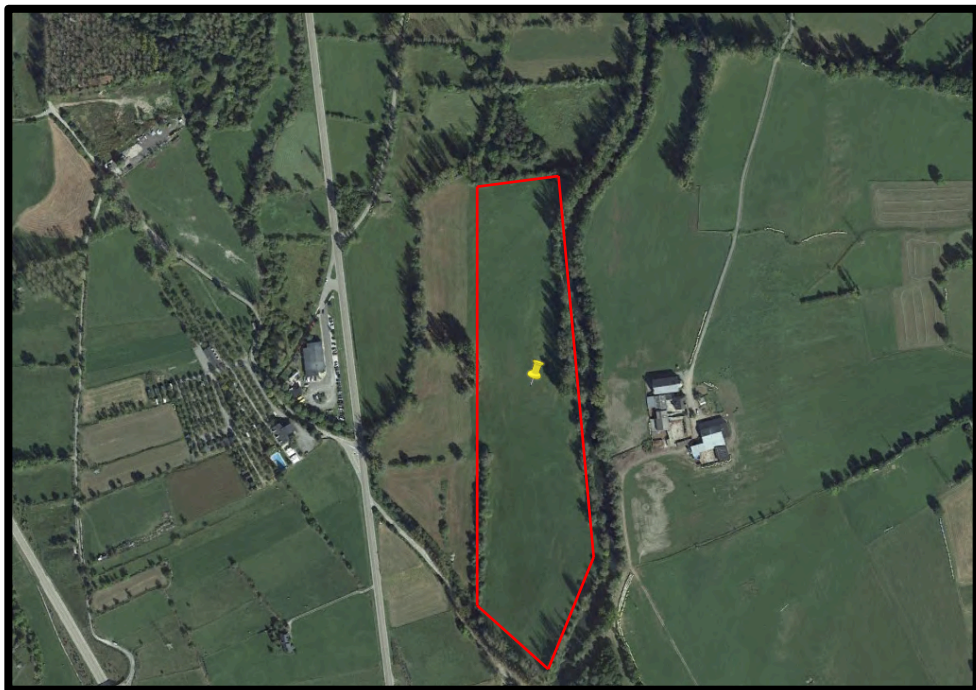


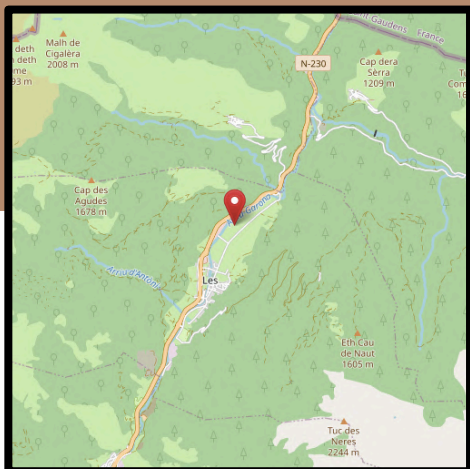
- Étroit
- Se poser face au Nord si brise faible, face au Sud sinon

Plat

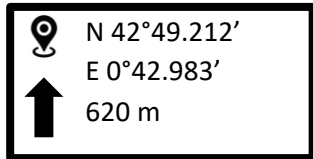
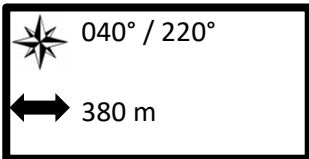
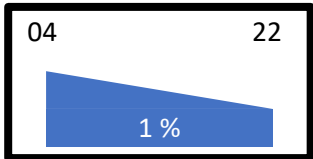
180° / 360°
510 m

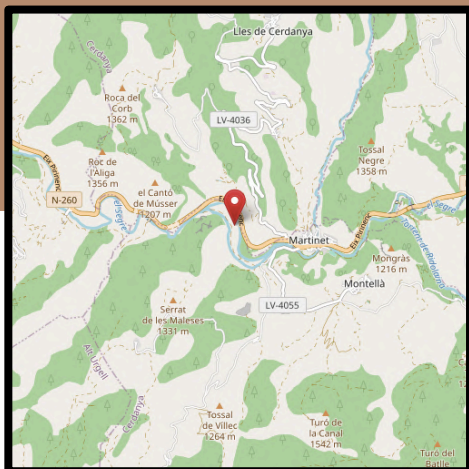
N 42°36.922'
E 1°07.641'
940 m



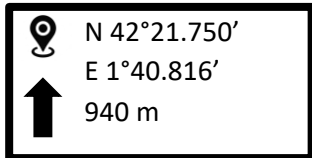
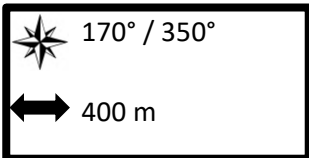
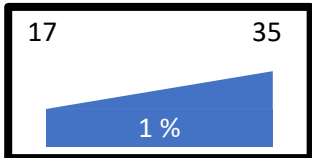


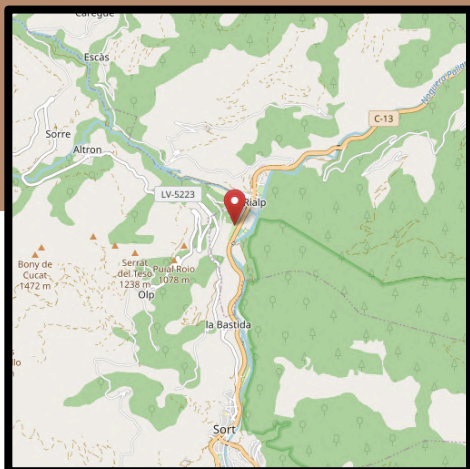
- Faire l'approche à l'Est de la rivière
- Attention au talus à l'entrée par le Sud





- Approche vers le Nord
- Attention aux sillons autour du champ





- Atterrissage seulement vers le Sud

Plat

210°
360 m

N 42°26.383'
E 1°07.900'
710 m





- Approche difficile
 - Grande zone atterrissable
 - Borne en béton à éviter en milieu de piste
-
- Attention aux arroseurs

Plat

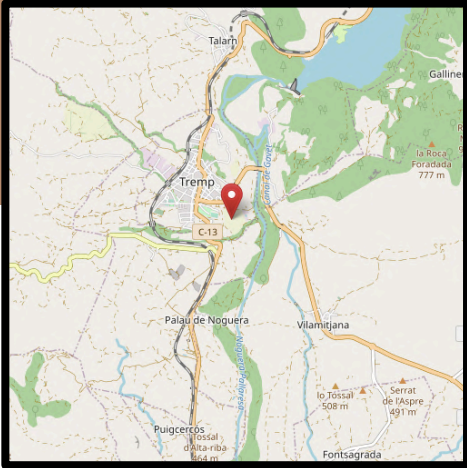
010° / 190°
600 m

N 42°23.100'
E 1°07.100'
750 m



TREMP

15



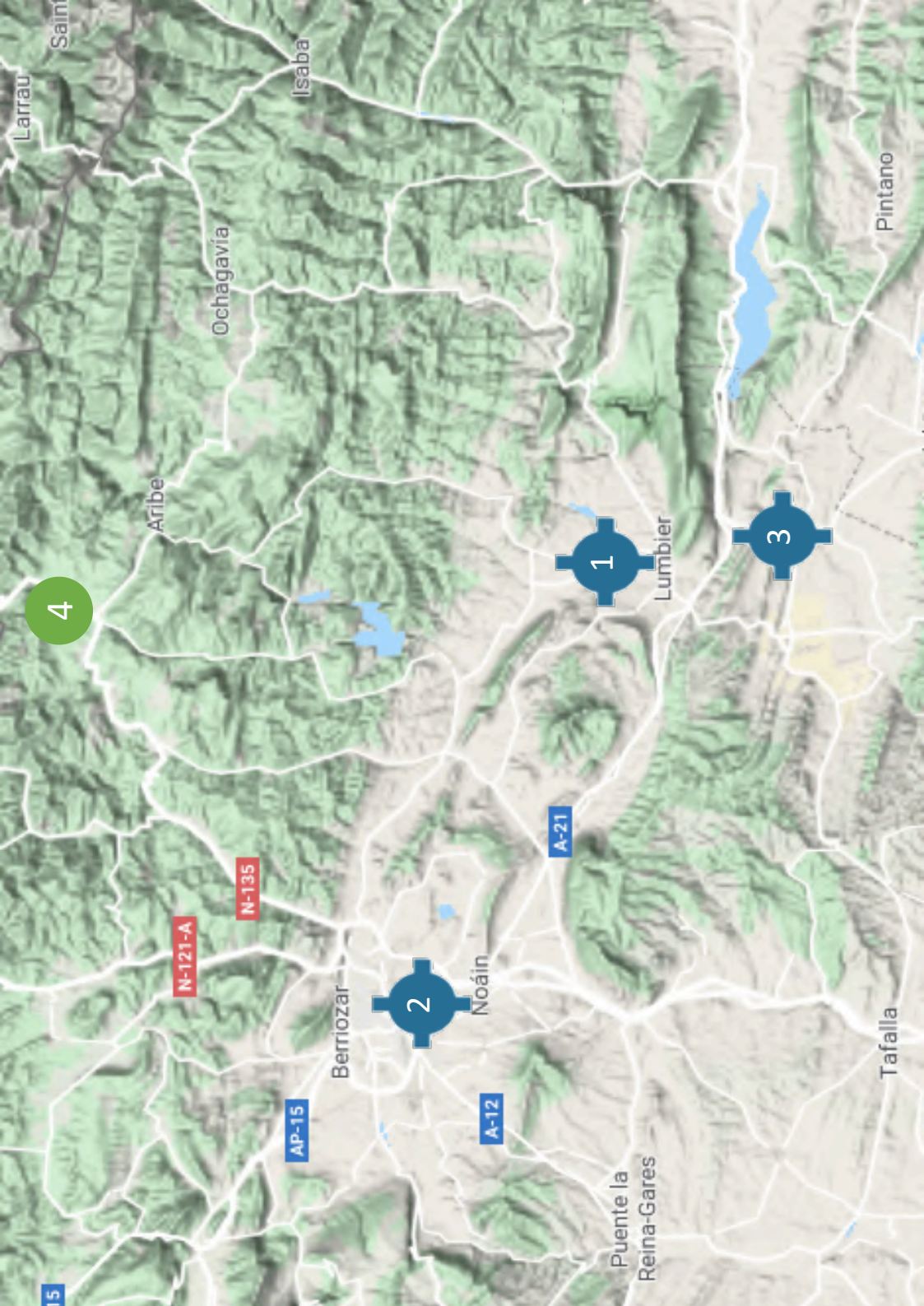
- Possible uniquement si la culture le permet

Plat

010° / 190°
320 m

N 42°09.660'
E 0°54.060'
420 m





4

1

2

3

N-211-A

N-135

AP-15

A-12

A-21

5

Aribe

Ochagavía

Isaba

Larrau

Sain

Pintano

Lumbier

Noáin

Berriozar

Tafalla

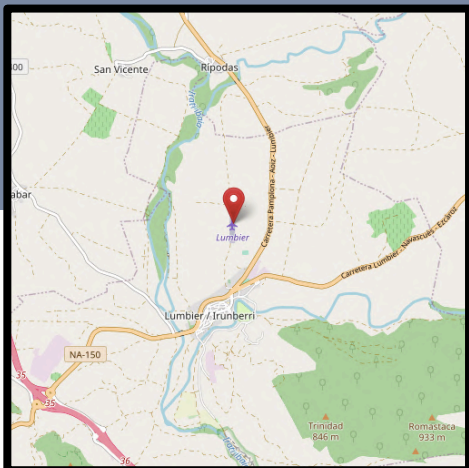
Puente la
Reina-Gares

NAVARRA

Numéro	Type	Nom	Page
1	Aérodrome	Lumbier	124
2	Aérodrome	Pamplona	125
3	Aérodrome	Sangüesa	126
4	Champ	Burguete	127

LUMBIER - LEUM

1



- A/A : 130.125

Plat

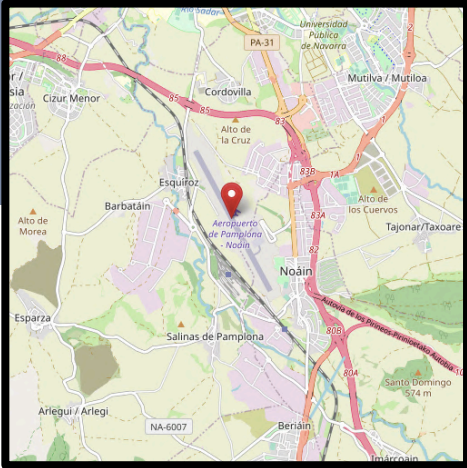
180° / 360°
600 m

N 42°39.894'
W 1°18.241'
470 m



PAMPLONA - LEPP

2

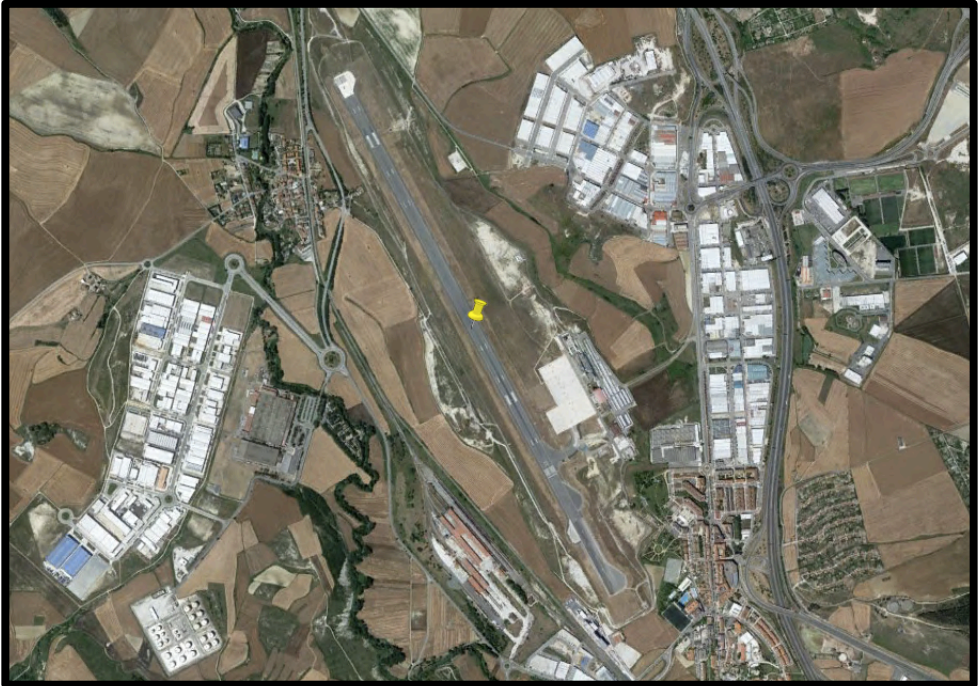


- A/A : 118.2

Plat

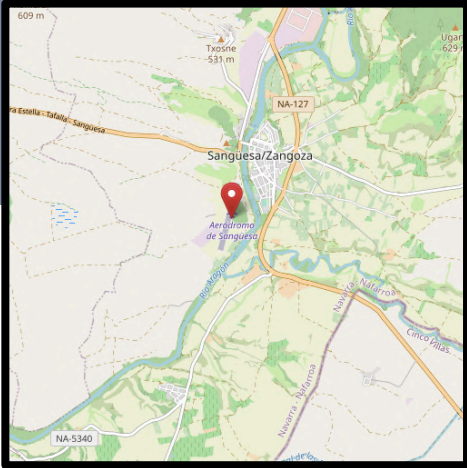
150° / 330°
2405 m

N 42°46.200'
W 1°38.783'
460 m



SANGÜESA - LESG

3



- Privilégier l'approche face au Nord
- Se poser dans l'axe (présence de plots sur les côtés)

Plat

010° / 190°
1000 m

N 42°34.000'
W 1°17.330'
400 m



BURGUETE

4

