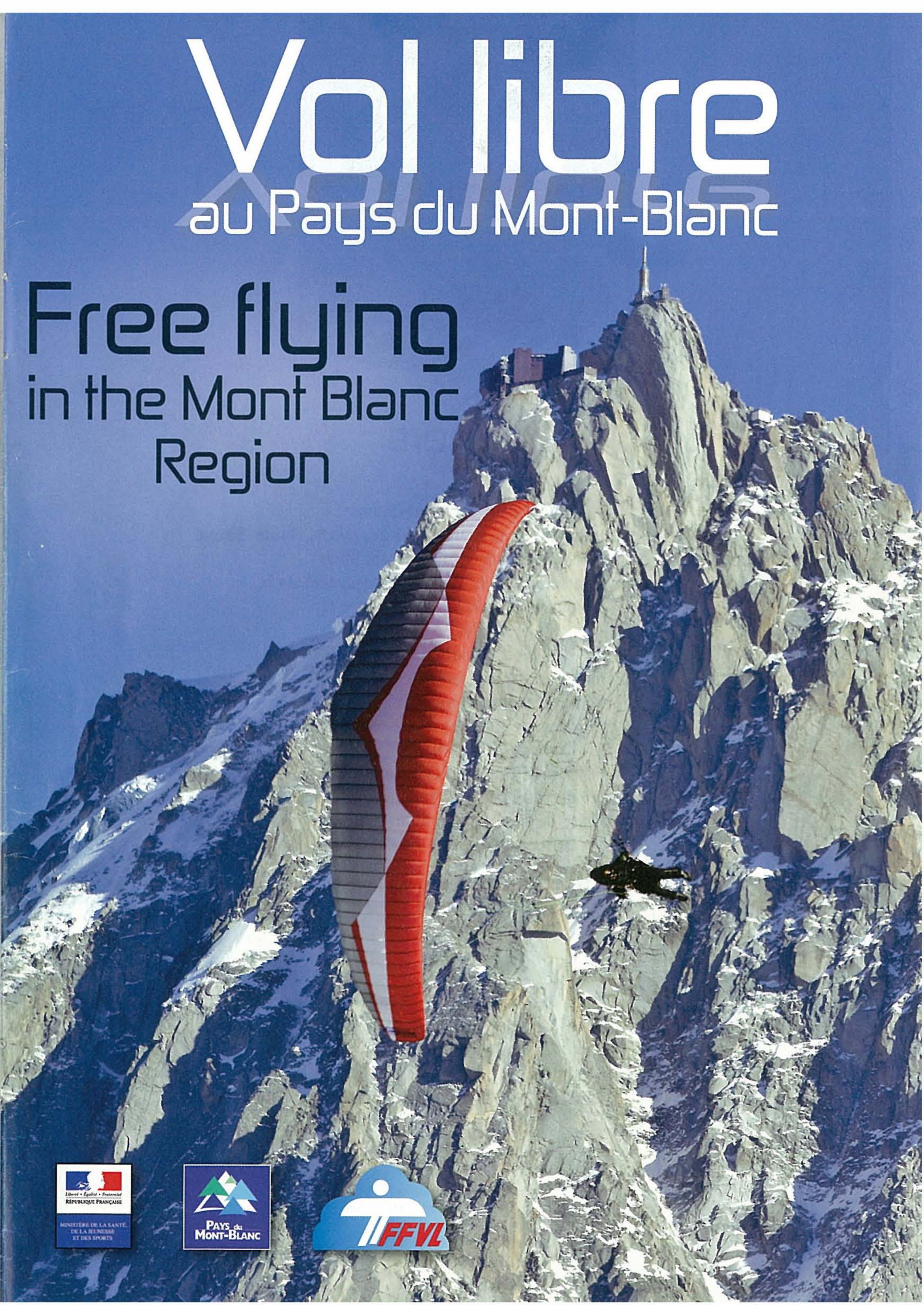
Vol libre
au Pays du Mont-Blanc

Free flying
in the Mont Blanc Region



Liberté • Égalité • Fraternité
RÉPUBLIQUE FRANÇAISE
MINISTÈRE DE LA SANTÉ, DE LA JEUNESSE ET DES SPORTS

PAYS du MONT-BLANC

FFVL



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SIVOM Pays du Mont-Blanc
Direction départementale de la jeunesse et des sports Haute-Savoie
La Fédération française de vol libre
Comité départemental de vol libre de Haute-Savoie
Ligue Rhône-Alpes de vol libre
SNCF
La Chamoniarde
Remontées mécaniques des Contamines
Remontées mécaniques de Megève
Remontées mécaniques de Saint-Gervais
Compagnie du Mont-Blanc
Office de tourisme de Chamonix
Office de tourisme des Houches - Servoz
Office de tourisme de Saint-Gervais
Office de tourisme de Passy

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Chamonix Parapente
Summits
Olca fly
CEP Mont-Blanc Passy
Aérofis parapente
Porcher Sport
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Les Clubs du Pays du Mont-Blanc

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Editorial



Since 2003 the six clubs of the Mt Blanc region have united to present the great flying playground that the region offers.

The first edition of this sites guide was very successful and proved itself as a reference not only in offering information but also in terms of accident prevention.
Driven by their shared passion of paragliding the six clubs of the Mt Blanc region continue to improve existing sites, open new ones, pave the way for new disciplines; speed riding, vol et ski (ski launch paragliding), snow – kiting and to allow access to free flying for people of reduced mobility. The clubs are also well occupied by the organization of free flying events, competitions, support to high-level competitors and the development of young pilots via the UNSS.

Each club looks to keep it members entertained with visits to other sites, further training sessions and friendly social events.

We invite you to carefully read this guide so as to respect all the local rules & regulations. The long-term future of our flying sites and of paragliding in general depends upon your compliance.

A responsible attitude from each of us will gain us the respect and credibility that will allow us to open new sites and to obtain authorizations so as to further expand our playground. Our mission is to live in harmony with other sports and to respect the environment.

To continue our right to fly freely, fly responsibly!
Thank you for your support.
Be prudent & have great flights in the Mont Blanc region.

The Clubs of the Mont-Blanc region.

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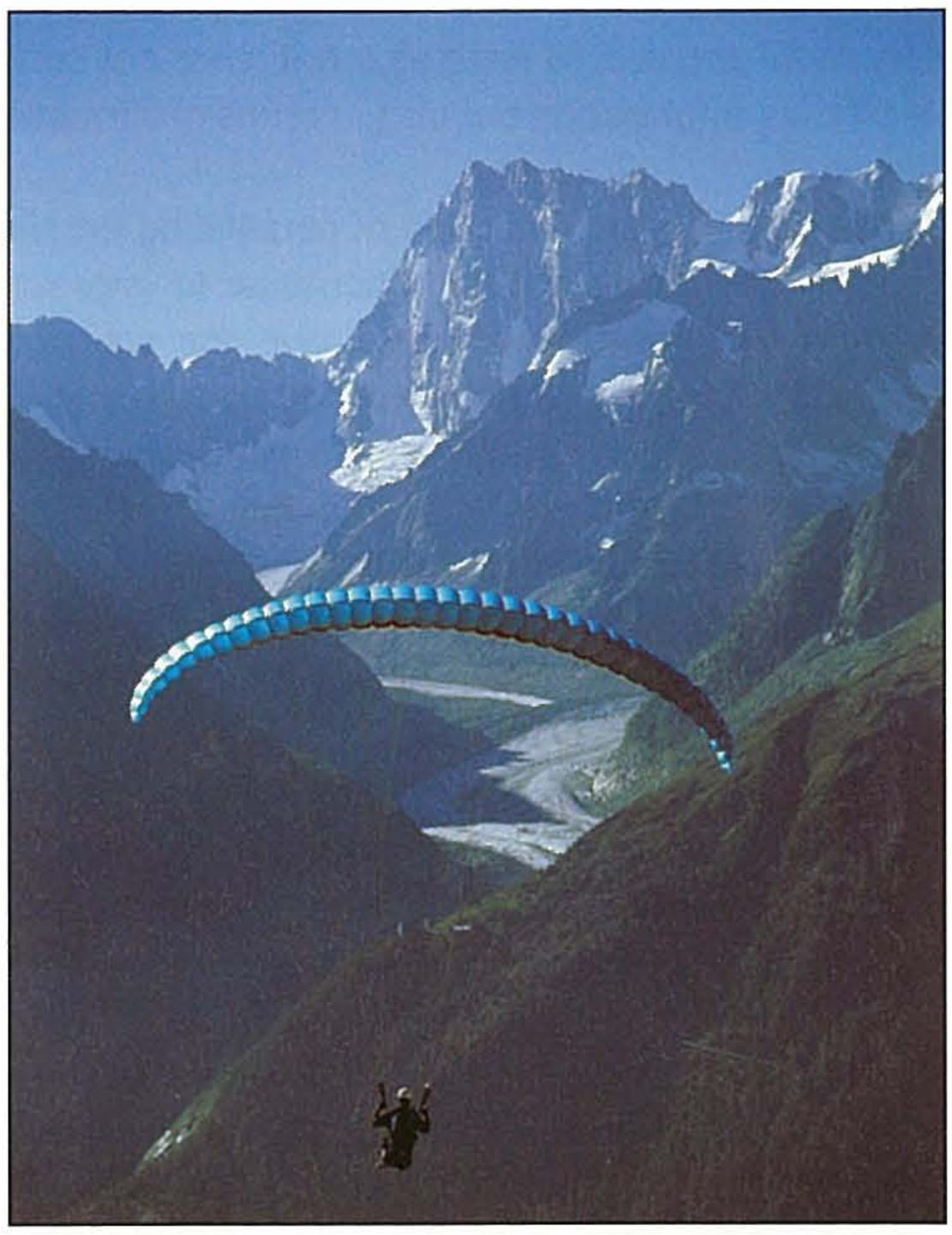


Six clubs

This booklet is the result of the work of numerous volunteers of the Mont Blanc region. Six clubs of the FFVL have come together to help inform you so as to be ale to enjoy safe flying in our magnificent region.

CLUB DES GRATTE-CIEL
Chamonix Tel: 06 74 59 08 74.
www.lesgratteciel.org.
info@lesgratteciel.org.

Founded in 1987, the club has had a large participation in the history of paragliding. With around 120 members, the club has not held back from maintaining the existing sites & to develop new ones. Thanks to the work of volunteers and our partners ; the Compagnie du Mont Blanc and the landowners the new winter flying disciplines of speed riding, Vol & Ski and snow kite are developing in a harmonious manner.
Michel Baz



CLUB MONT-BLANC VOL LIBRE
Passy
Tel: 06 70 58 22 89
www.cmbvl.net
mbvl.passy@free.fr
Answerphone with details of outings etc.
Tel: 06 77 12 45 15

The site of Plaine Joux, with its superb views of Mt Blanc, enjoys a privileged aerology and has been renovated in 2007. The improvements at launch and the landing field are beneficial to all pilots but especially to those who fly from a wheelchair.

These improvements could not have been made without the financial help of the council of Passy, the department of Haute-Savoie, Hand'icare, and the club.
MBVL is a dynamic club that offers a variety of activities to club members throughout the year. Cross country distance competition, day of slalom skiing & flying, team challenge, a friendly hang glider event, paragliding "B" competitions, SIV courses, biathlon, parachute repacking, week end flying trips as well as a yearly trip to discover more distant sites. Join us, make your suggestions & participate!
Pierre Perrin



CLUB DE SAINT-GERVAIS MONT-BLANC VOL LIBRE

http://stgervais.vollibre.free.fr/.

20 years old, the club has developed form the early stages of hang gliding and since then has evolved along with the history of paragliding. A few impassioned members of the club work as a team to organize the famous "Vol 4807 competition", the vol & ski competition, continuing to promote & publicize the sport of free flying in the Val de Montjoie.

Serge Tuaz

CLUB DES SPORTS DE MEGEVE, SECTION VOL LIBRE

Tel: 04 50 21 31 50
http://suspente.free.fr

The free flying section of the club has been in existence since 1989. The main objectives of this club of around 40 persons is the development of young pilots (from the age of 13 years) to the point of participating in federal competitions when they are older. To see fledgling pilots develop into seasoned pilots is a great reward.

Bernard Blandin

CLUB DE VOL LIBRE DU VAL D'ARLY

Tel: 06 03 28 80 23.
pierremerlin2003@yahoo.fr.

A bridge between the counties of Savoie & Haute Savoie, the club has for the past 20 years maintained a passion for free flying in all its forms. The multicolored wings that have become a part of the Val d'Arly scenery, share the skies every January with the hot air balloons that have traveled from the whole of France to offer a magnificent scene for both pilots & spectators.

Pierre Merlin

CLUB DES JOLY JUMPERS

Les Contamines Montjoie
Tel: 04 50 47 01 98
(Club secretary).
Tel: 06 84 05 67 27
(Club President).
www.joly-jumpers.org.

The club was recently founded by a nucleus of enthusiastic pilots keen to better develop free flying in the region. We are presently developing flying sites ; Signal and other sites in the Mont Joly region. In winter the region offers numerous possibilities for Vol et Ski (ski launch paragliding): Hauteluce, Aiguille Croche, Mont Joly. Speed riding is also possible in certain areas (please consult internet site for important updated info). One of the priorities of the club is to encourage & help young pilots ; training & visits to other sites – do not hesitate to contact us if this could interest you.

Ludovic Callamard



Sky events

The Mt Blanc region has a solid experience of organizing substantial international events, and includes some remarkable competition pilots. In 2004 the dynamism of the local clubs contributed to the success of a magnificent French Chamionships resulting in the crowning of two local pilots: Caroline Brille and Denis Cortella.

Club Gratte Ciel of Chamonix. Organisers of:
PWC Final 2000
PWC Final 1996
PWC Final 1994
PWC 1993
The club has followed the evolution of the new disciplines & will be organizing the 1st French Championships of Speed Riding in 2008.

Numerous regional competitions (B) and French Cup competitions.

The Vol et Ski (Fly & Ski) competitions offer an increasingly popular & very visual, friendly, flowing event that also has very technical challenges. St Gervais & Chamonix have regularly organized events with great expertise as part of the now FFVL Challenge Vol & Ski.
Local pilots: Sam Sperber (winner 2005, 2007, solo & tandem categories, 2006 tandem) Sean Potts (winner 2008 tandem category), Anne Bosvieux (2nd female)

Vol 4807 organized since 1986 by St Gervais. The only competition of its type in Europe – a return to the origins of paragliding with more than a hint of Alpinism.
Who has not dreamt of flying from Mt Blanc ? Its easy to participate, the event takes place in the first week of September . You must be able to provide a list of climbs & high mountain flights.

Info at: http://stgervais.vollibre.free.fr or contact Didier Daval Tel: 06 61 81 28 67.

For many years, the region has nurtured numerous competition pilots.

- Caroline Brille, 2002 European Vice Champion & French Champion 2002, 2003, 2004, 2005 bronze medal in 2006 European Championship.
- Sandie Cochepain
  1999 World Cup winner
  1998 European Champion
  1997 World Champion
  1995, 1999, 2000, 2001 French Champion.
- Denis Cortella was French Champion in 1998, 2004 & vice champion in 1995 & 2000.

Seven members of the French team, all high level athletes come from the region.

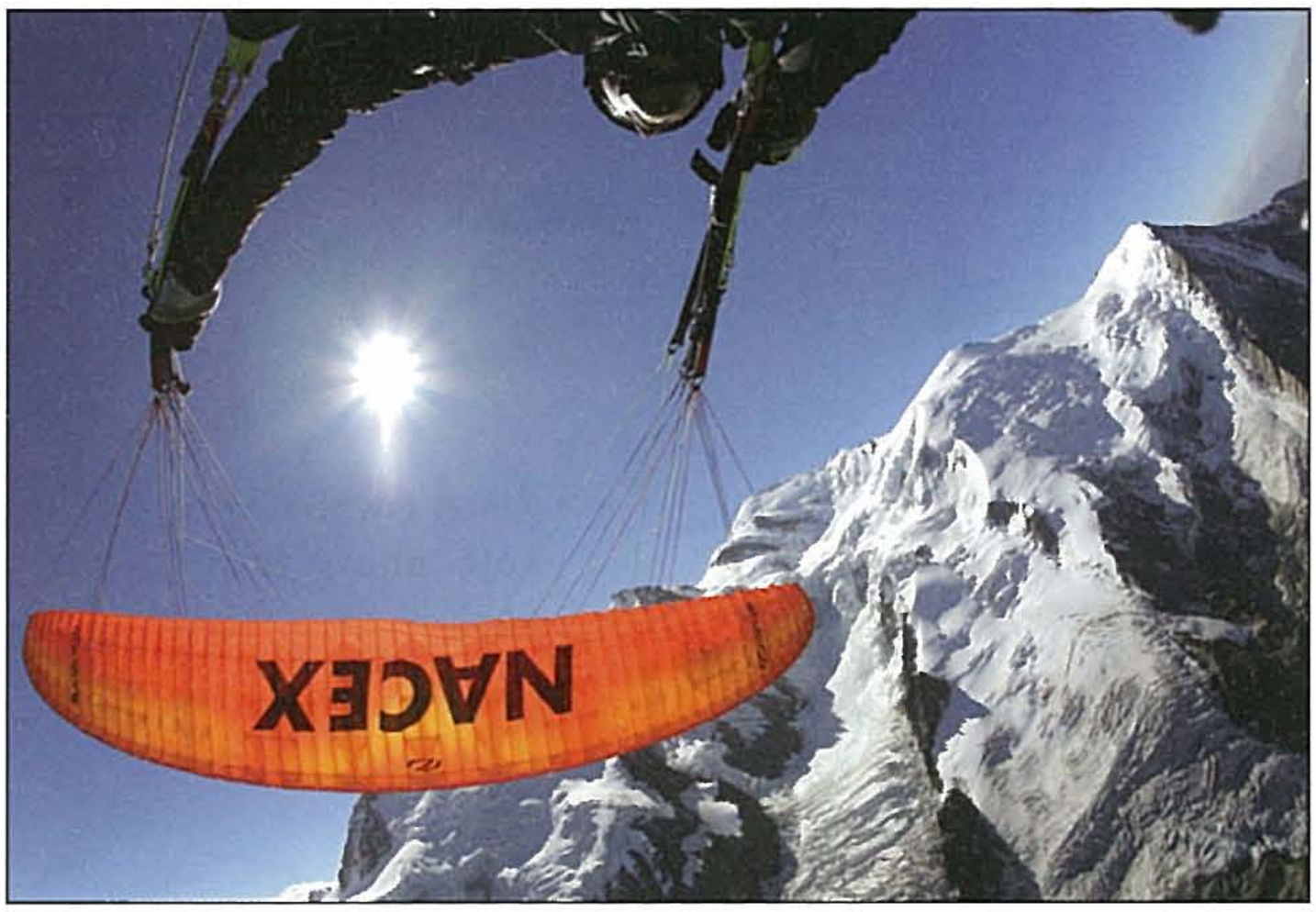
- Caroline Brille (team member 2001 - 2008)
- Franck Chapon (team member 2003)
- Olivier Tops (team member 1996 & 2005)
- Sandie Cochepain (team member 1994 - 2001)
- David Casartelli (team member 1995 - 2000)
- Denis Cortella (team member 1995 - 2000) now former team coach
- Frederic Escriba (team member 1996 - 2000 & former team coach)

The future holds much promise: the young pilot development programme UNSS at the Mt Blanc college supported by the Comite Departmentale of free flying.
The college of Le Fayet was the French UNSS Champion of 2007.

Fly freely but responsibly



Join one of the Mt Blanc regions clubs and the French Free Flying Federation (FFVL). It brings some support to the unpaid volunteers who discreetly offer their services on a daily basis. It involves you in the development of flying in general, particularly with regard to the sites; everybody should consider himself or herself involved if we are to keep the sites free and open to all.



Transport is free of charge between Servoz & Vallorcine for holders of the following cards: Carte d'hôte, carte Gens du Pays, carte résidence secondaire, carte seasonal workers. This service is provided by the SIVOM of the region & Rhone Alpes region in collaboration with the transport services.

If you encounter any problems with the landowners please refer the person to the local club and inform the club yourself. You can excuse your landing by stating unexpected conditions and offer to reimburse the landowner for any damage to his property or crops via your third party airsports insurance.
Be tolerant, very popular sites can lead to difficulties, a good bottle of wine or the offer of a free tandem flight can help the situation as well as a courteous & polite approach.
Your cooperation is vital: three landing areas in the Chamonix valley have been lost mainly due to the impolite & disrespectful attitude of a few pilots.
You will be using sites in areas of outstanding beauty : leave them in perfect condition, take any rubbish with you.
In order to minimize the environmental impact, use the public transport systems offered by the French railways (SNCF) St Gervais & Chamonix Bus & le Mulet.

Your obligations as a pilot

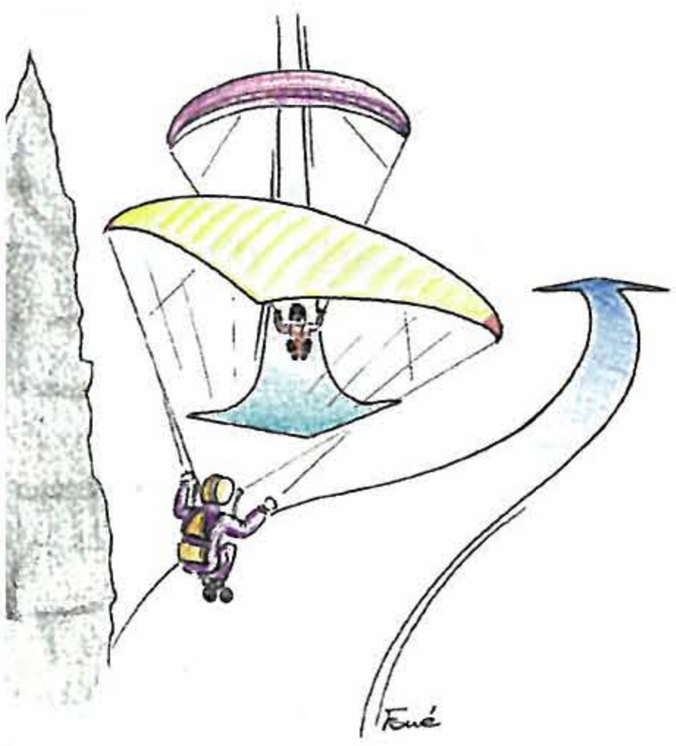
- **To be covered by suitable airsports insurance policy with third party liability cover.**
- **Respect private property.**
- **Fly within VFR (visual flight rules) criteria. Cloud & night flying are forbidden.**
- **Respect the controlled or restricted airspace (see pages 8, 9, 28).**
- **Speed riding / vol & ski is strictly forbidden within 50m of the pistes or 100m of the ski lifts.**

The aerological information (flight conditions) and the suggested pilot requirements in the site information are given as an indication. Your own judgment is the critical factor in guaranteeing your safety, you alone are capable of making the decision to fly or to pack up your glider.
The local clubs cannot be held responsible in case of any modifications to the rules or a poor understanding of the information given in this booklet.
You alone are the pilot in command !



Rules of flight

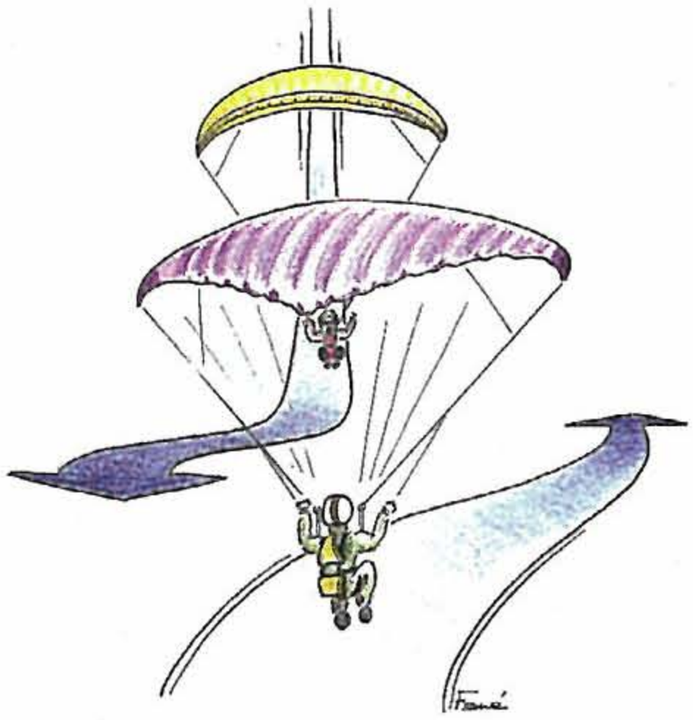
RULES OF PRIORITY



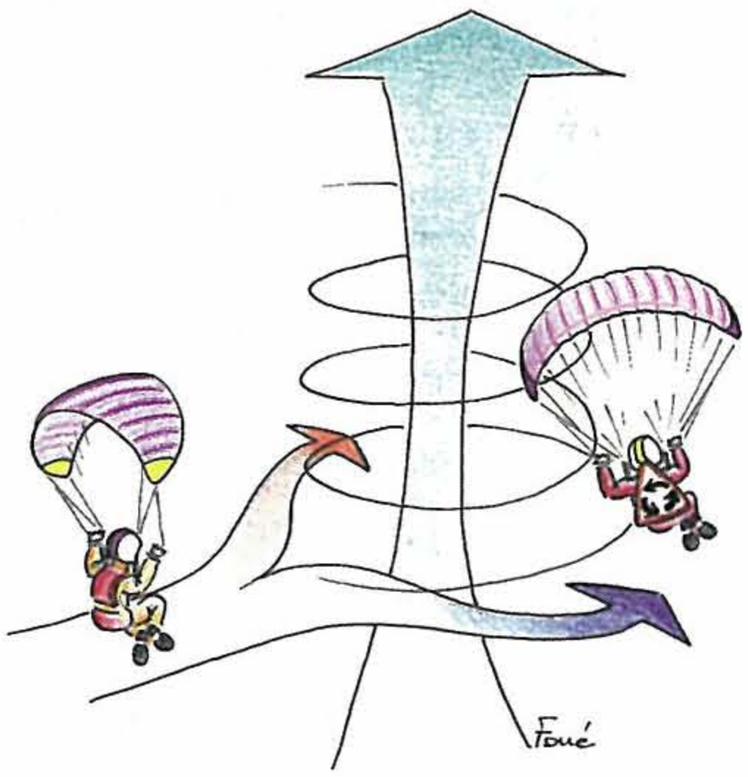
- He who has the hill to his right whilst flying has priority.



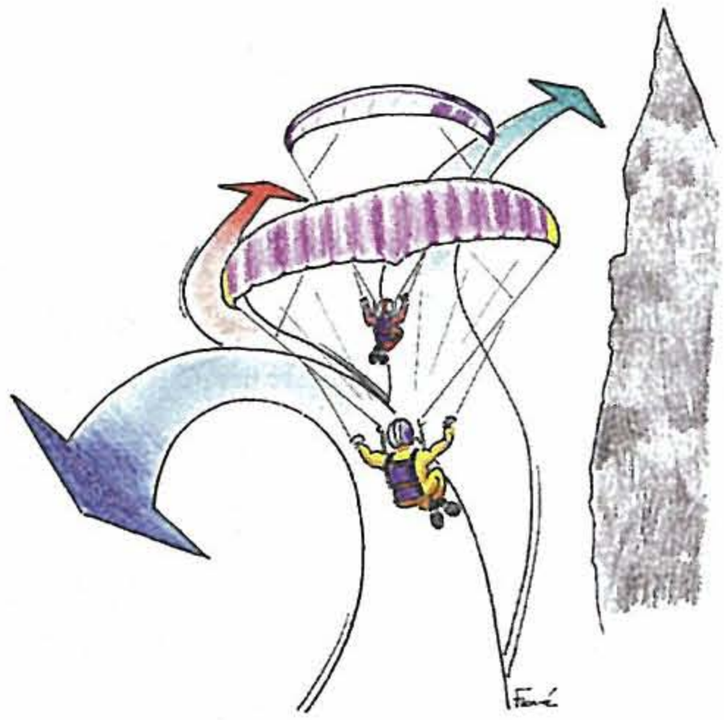
- When overtaking another pilot, one passes on the right.



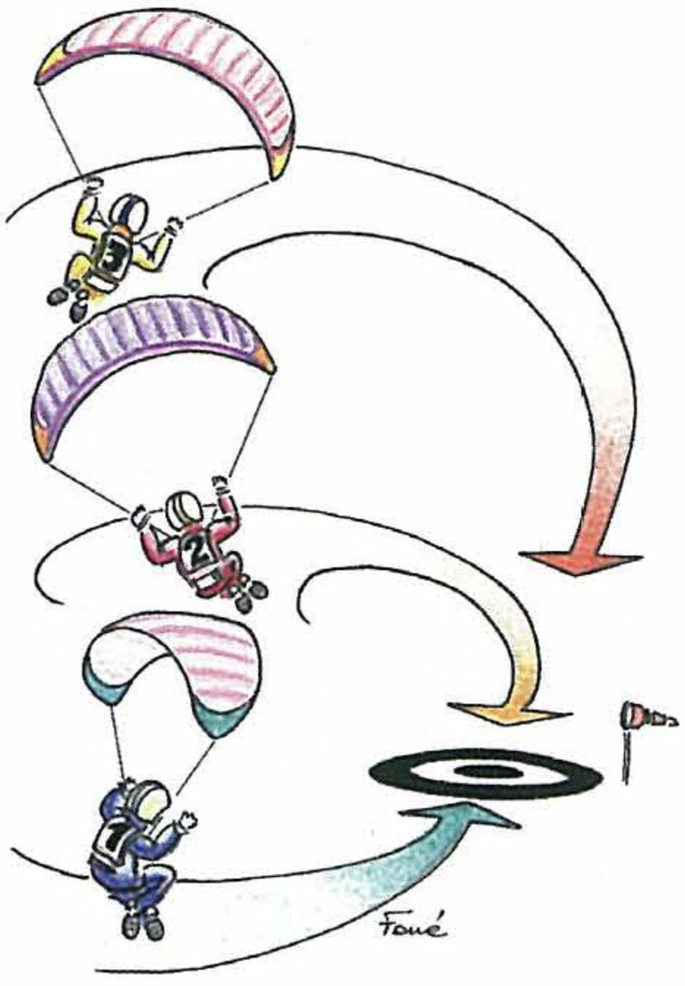
- When encountering traffic, both pilots turn to their right.



- The first person turning in a thermal has priority and defines the direction of turning for both pilots.



- Overtaking whilst flying next to a slope is forbidden.



- When coming to land, the lower wing has priority.

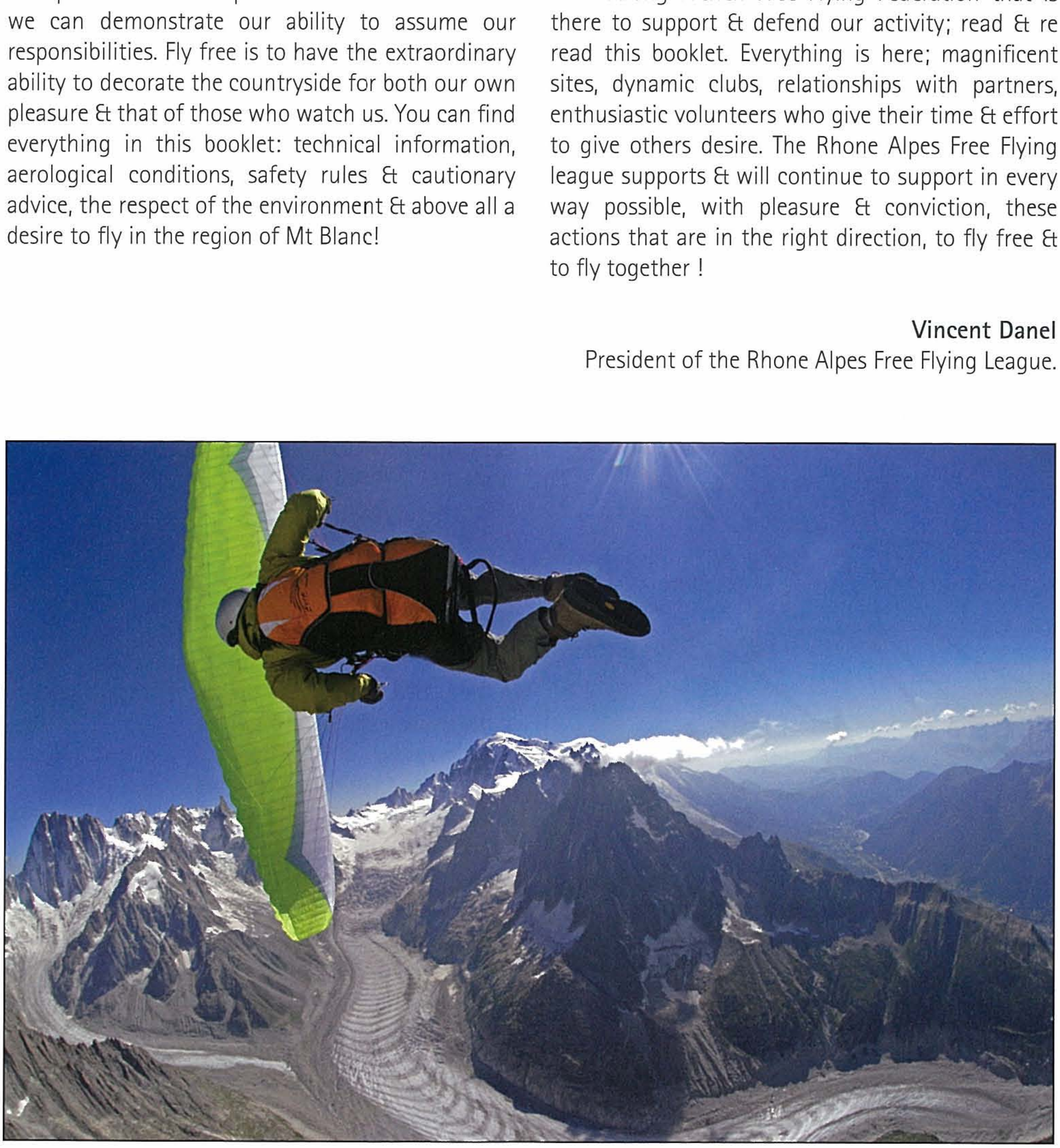
Fly free, fly together



Fly free is to fly whilst respecting the environment, to respect the airspace & any restrictions, to respect others. Fly free is to fly in the understanding that our presence is accepted & welcomed because we can demonstrate our ability to assume our responsibilities. Fly free is to have the extraordinary ability to decorate the countryside for both our own pleasure & that of those who watch us. You can find everything in this booklet: technical information, aerological conditions, safety rules & cautionary advice, the respect of the environment & above all a desire to fly in the region of Mt Blanc!

Fly together is to understand that great things can come from the combining of the common energies & good intentions. To those who doubt the need of a strong French Free Flying Federation that is there to support & defend our activity; read & re read this booklet. Everything is here; magnificent sites, dynamic clubs, relationships with partners, enthusiastic volunteers who give their time & effort to give others desire. The Rhone Alpes Free Flying league supports & will continue to support in every way possible, with pleasure & conviction, these actions that are in the right direction, to fly free & to fly together !

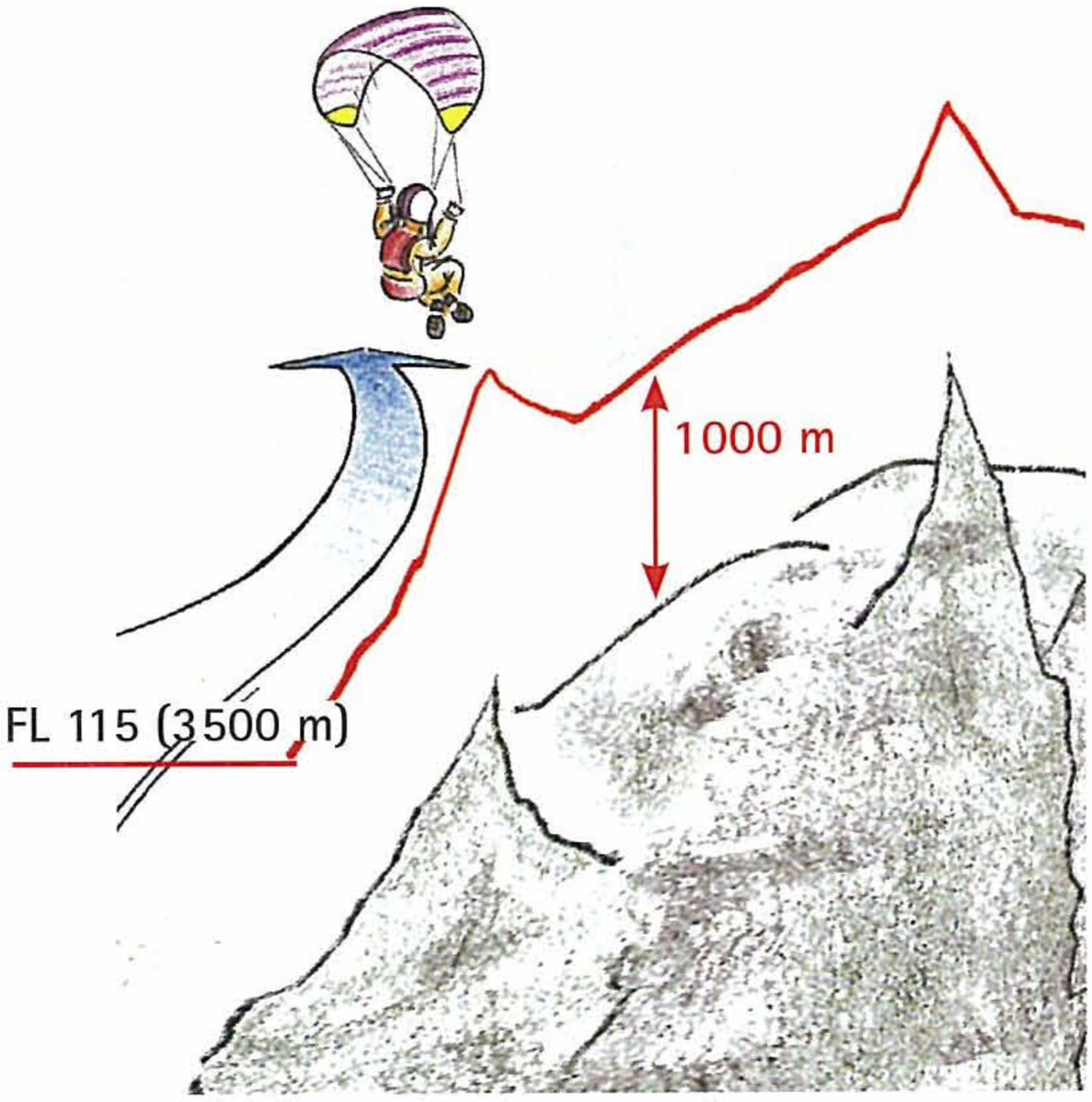
Vincent Danel
President of the Rhone Alpes Free Flying League.





Restricted zones Mont Blanc region

The restricted zones "LF-R30 A" & "LF-R30B Mont Blanc" were created & applied by ministerial order on 22.03.2001. They apply to ultra light gliders (i.e. paragliders & hang gliders) and exclude any flying below 1 000 m above ground level (AGL) or below flight level FL 115 (11,500 feet). This zone protects the operations of mountain rescue helicopters.



Forbidden to penetrate the zone at less than 1000m A.G.L.

CHAMONIX AIRSPACE RESTRICTIONS

Permanent forbidden zone LF R 30 A

- Helicopter landing zone des Bois
- Hotel de l'Arveyron
- Tunnel exit, of Montenvers
- Hotel du Montenvers
- Chalet du Chapeau
- Les Tines railway station
- Railway line until Hotel l'Arveyron

Temporary forbidden zone July & August.
Zone : LF - R30B

- Aiguille de Bionassay
- Ridge line between the summit of Aiguille de Bionassy to the low point of the Tricot
- Low point of the Tricot to Col du Mt Lachat.
- Col du Mt Lachat to petit Bechard
- Petit Bechard to the lake of Les Gaillands
- The railway tracks from the lake of les Gaillands to the railway station at les Tines.
- Railway station at les Tines to chalet du Chapeau
- Chalet du Chapeau to Les Drus
- Les Drus to l'Aiguille des Grands Montets (above cable car station).
- L'Aiguille des Grands Montets to l'Aiguille du Passon.
- The ridge connecting l'Aiguille du Passon to l'Aiguille du Chardonnet.
- The ridge separating France & Switzerland between l'Aiguille du Chardonnet & Mt Dolent.
- The ridge separating France & Italy between Mt Dolent & l'Aiguille du Bionassay.

Restricted zones Mont Blanc region



AIR RULES AT MEGEVE

- Altiport landing zone at " Cote 2000"

AIR RULES AT SALLANCHES

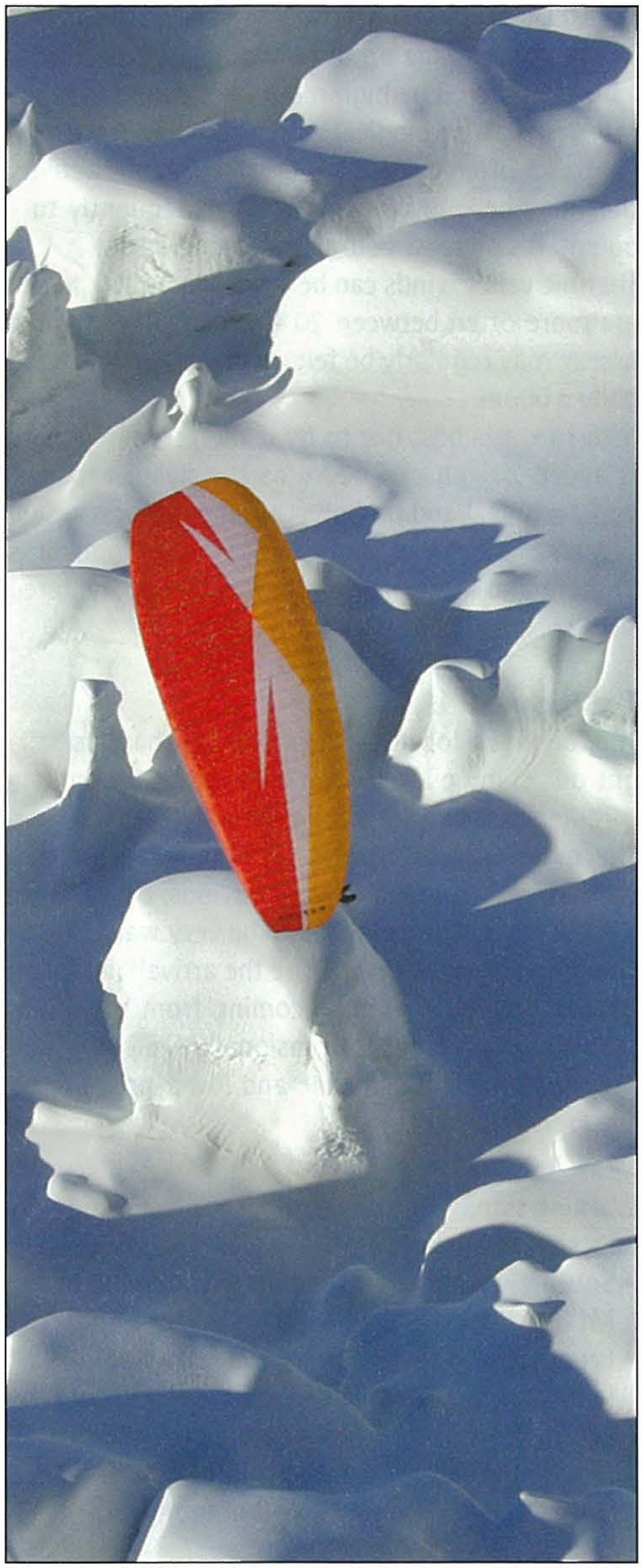
- Mayeres Airport
- Zone of reintroduction & nesting of the gypaete barbu. It is imperative to avoid flying over the Doran valley & the ridge line from l'aiguille d'Areu to the pointe Percée between 1st June - 31st August.

OVERFLYING OF NATURAL RESERVES

(paragliders & hang gliders must fly above these areas with the following minimum clearance AGL).

- Passy 300m
- Contamines – Montjoie 300m
- Sixt – Passy 300m
- Carlaveyron 300m
- Vallon de Berard 1 000m
- Aiguilles Rouges 1 000m
- Bargy 300m
  (Gypaete Barbu protection zone)

Speed riding, Vol et Ski (ski launched paragliding) and snow kiting is forbidden on all pistes. Some resorts have by-laws prohibiting these activities. Always check with clubs, schools or ski patrol to learn which areas of off piste may be used (see the rules on p 43).





Aerology

PECULIARITIES OF THE MONT BLANC REGION.

The region is made up of numerous narrow glacial valleys bordered by high mountains, this can make for unusual aerological conditions. The thermal contrasts often cause considerable thermic activity that may be very powerful and consequently turbulent. It's a crosss country pilot's paradise!
Thermic valley winds can be as strong as 30 kph but are more often between 20 – 25 kph. The thermic breeze may regularly be felt up to 2 500m, occasionally 3 000m.
As a rule it is best not to fly if the prevailing wind is above 20 kph at 2 000m as the flying becomes very technical and probably turbulent – best reserved for experienced pilots. In these conditions it is prudent and more pleasant to fly at more sheltered sites such as Plaine-Joux.

The Foehn

The foehn is a localized phenomenon that has caught out many pilots. It can be a very strong gusty turbulence that may strengthen without warning. The most exposed valleys are Chamonix and Les Contamines. Sometimes very obvious, other times difficult to discern, one has to be very wary.
The foehn often occurs before the arrival of a front; generally with an airmass coming from the South (at altitude); S.W. to E, occasionally N.E. with high pressure on the Italian side and lower pressure on the French side.

Warning signs – any one or all of the following may be a sign of Foehn:

- Southerly wind at altitude on the summits of the Mt Blanc massif.
- Presence of one or more of the following clouds; lenticulaires, wall of Foehn cloud spilling over the passes from the Italian side towards the French side of the massif. Small cumulus clouds shredded by the wind from early morning on.



- In the valley floor: Violent gusts or sometimes just a gentle breeze (often dry & warm) that descends the valley.

Beware ! The foehn is not always discernable from the ground , for example it can easily be present solely between 1400 – 1800m thus not immediately apparent at take off or at landing. It may occur with winds as light as 20 kph at 4000m and without any clouds.
Do not hesitate to ask the local pilots for advice – if they are not flying there is usually a good reason !

The weather forecasting centre of the Haute Savoie is situated in Chamonix. The forecasts are generally accurate & should be used to complete your analysis of the actual weather.
Meteo France: Tel: 08 92 68 02 74 or 3250
www.meteofrance.com > Ma meteo > Montagne & Aviation.
All the remote FFVL weather stations are available:
www.balisemeteo.com or wap.balisemeteo.com
or Tel: 04 56 38 60 80 or 143.9875 MHz

Webcam

http://www.compagniedumontblanc.fr/webcams.php
http://webcam.passy-mont-blanc.com
http://www.skiamegeve.com
http://www.ski-saintgervais.com
http://www.lessaisies.com

Behind the scenes of free flying





There are numerous people involved in the organisation that goes into free flying, not least of all the local town councils & the mayors.

Paraglider pilots regularly make use of launch areas, landing fields & the airspace in between. It is for this reason that the mayors are frequently obliged to make decisions regarding paragliding, they are helped by the Prefet who is the state representative, particularly concerning airspace.

Other organisations involved in free flying include the SIVOM of the Mt Blanc region, who reunite neighbouring councils so as to work together more effectively, they are particularly active in promoting the region & helping to train young people. The Espace Mt Blanc organisation is particularly concerned with environmental issues. The Conseil General of the Haute Savoie is involved with the protection & operation of sites for nature orientated physical activities (APPN).

It is the role of the different sections of the French Free Flying Federation (FFVL) to work with the aforementioned organisations so as to encourage each council to adopt an informed and positive approach to free flying.

The SIVOM of the Mt Blanc region was instrumental in the purchase of the landing field for the site of Plaine Joux, the education of young pilots in the colleges and schools (particularly Le Fayet) & has been a great assistance in specific events (French Championships, Vol 4807, Fete du Vent, etc.) as well as the general promotion of sports.



Flying without disturbing ? A few habits to adopt.

Fellow pilots, please work with us to ensure that the Bearded Gypaete, the Royal Eagle, the Bouqetin of the Alps and other mountain wildlife continue to enrich our flights.

The Natural reserves were created by Ministerial order so as to preserves the natural heritage (wildlife, flora, countryside, geology etc) of various sectors in the Mt Blanc region. These reserves form vast areas where the wildlife may live without any disturbance ...almost ! It is for this reason that there are altitude restrictions over the natural parks (consult the map).

For most land animals a paraglider is perceived as large predator & induces panic & a desire to escape.

Avoid flying over herds of Chamois or Bouquetins or similar species. Apart form the obvious state of fear that fleeing herds suffer it can cause abortions for the pregnant females, loss of young Chamois during the stampede, injury or even death. In 1999, a herd of Chamois in the Bauges region, scared by a paraglider, resulted in the death of two chamois.

This fear can also be felt by all the other smaller Alpine animals (tetras lyre, mountain hare, & even the marmotte which after its warning cry may take refuge deep in its tunnel for hours afterwards – without eating nor collecting its reserves for the winter hibernation.

Birds of prey.

Any approach towards a paraglider by a bird of prey is no game for the bird. Initially the bird is making an evaluation of the danger and subsequently attempting to intimidate the paraglider to a lesser or greater degree. Any aggressive moves (including diving at the wing) by the bird are typical territorial reactions intended to scare away the intruder. If this



happens it is because the paraglider has entered an area that the bird considers sensitive, often the nesting area & surrounds. It is essential to leave that area so that the bird may care & tend for its young. **If, whilst flying alongside a ridge, you observe a nest (made of branches) or see a bird leave the ridge & fly directly towards you leave the area immediately.**

In contrast to the aforementioned, if you encounter one or more birds of prey well distant from any ridge or any potential nesting area it is likely that the paraglider is simply considered as an object sharing the same source of lift. It is unlikely that the bird is disturbed & simply regards the paraglider as a UFO. As long as you do not fly towards the bird (an act of aggression) then the encounter should pass happily for all concerned. Very often the bird will use it superior performance & skills to out thermal you !

Region
Aiguilles rouges



Flight conditions: the site is useable from 8am through to early afternoon.

Dangers / Difficulties:

- To the left out from take off there are the Brevent cable car cables. Keep to the right & pass under the cables with a good margin.
- Once the conditions have become thermic, good pilot skill is required.
- Be aware that with West or North prevailing winds in excess of 20 kph at 2000 m you are flying in lee side conditions & can expect strong, turbulent conditions.
- For XC flights towards the Flegere, beware of horizontal cables for the Brevent – Flegere cable car in the Combe Lachenal at approx 1700 m ASL.

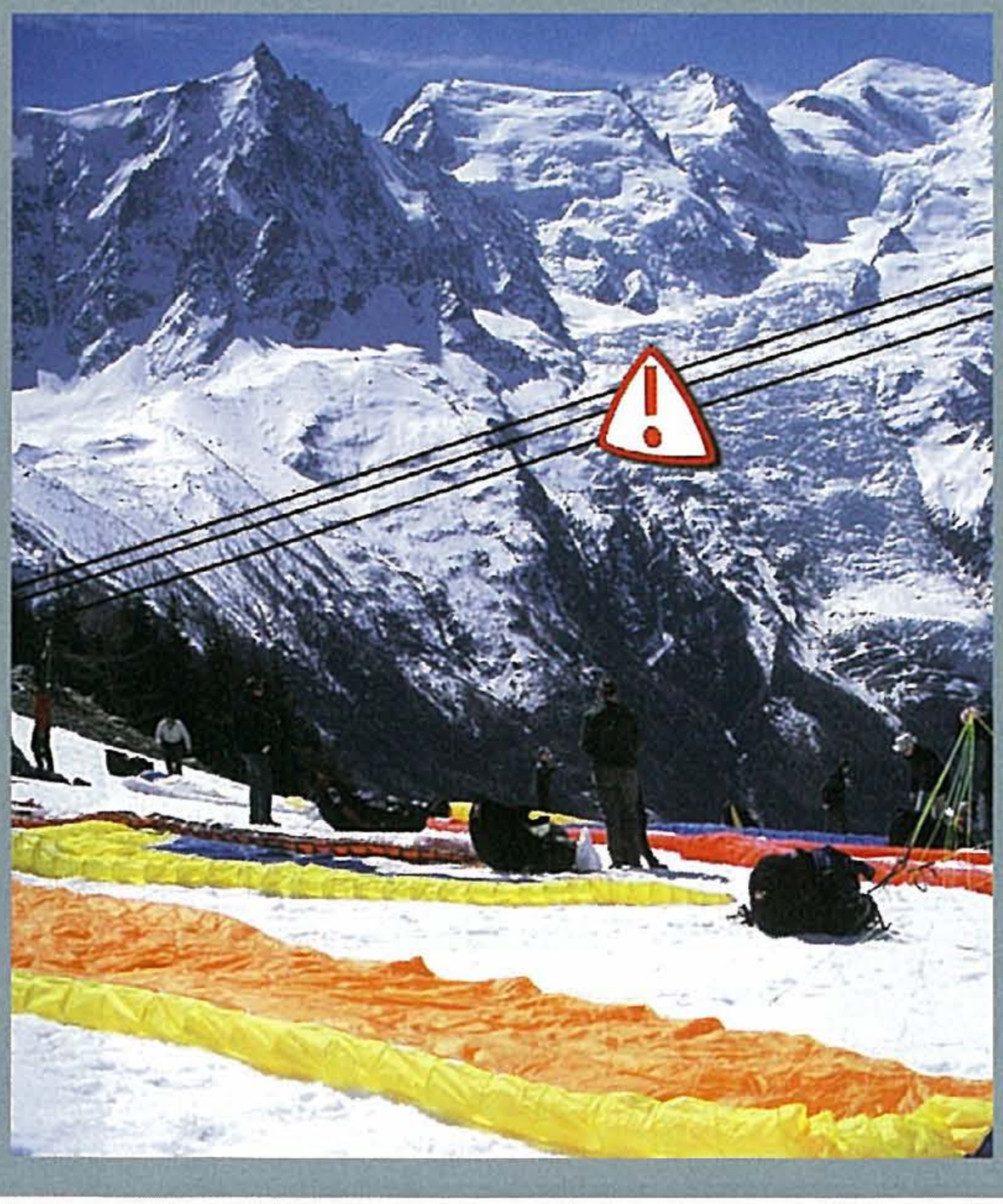
Ability: supervised beginner to XC pilot.

Landing field: Bois du Bouchet. The landing field is not visible from launch. Be sure to visit the landing before taking the gondola. An emergency landing field is available at Clos du Savoy (turbulent with strong valley winds).

Specific rules:

- The Bois du Bouchet & Clos du Savoy fields are forbidden when there is snow on them (they become ski & XC ski pistes). Due to this the only available landing is the hang glider (Delta) field at Bois du Bouchet (enclosed & turbulent, picture page 42) see the notice boards or local pilots for the exact dates of the restriction.
- Above the highest ridge to the right (W / NW) of launch, overflying at less than 1000 m above ground level is forbidden. (see p 28 & p 29 for details of the Aiguilles Rouges nature reserve).
- Summer 2008 ski lift construction work. Information on www.compagniedumontblanc.com beware of helicopters around this area.

Check with pg schools or at the Club chalet (Bois du Bouchet landing field) for any special rules affecting the landing fields as they may occasionally be used for civic functions.



Planpraz launch site

- GPS : N 45° 56' 08" E 006° 51' 18"
- Direction : South & North East
- Altitude : 2000 m
- Vertical drop : 1000 m
- Access : Planpraz gondola. (reduced rates available in the summer for pilots).
  Chamonix Railway station (SNCF) + 15 mins by foot.
- Site details/ equipment : Club info board & Windsock.
- Remote FFVL weather station, summit of Le Brevent 500 m above launch.
- Registered FFVL site



Region Aiguilles rouges

Flight conditions: the site is useable from 8 am through to end of the morning.

Dangers / Difficulties:

- To the right out from take off there are the chairlift cables.
- Once the conditions have become thermic, good pilot skill is required.
- Be aware that with West or North prevailing weather winds in excess of 20 kph at 2000m you are flying in lee side conditions & can expect strong, turbulent conditions.
- The landing areas are upwind (against the valley wind) and are difficult to attain when the wind is strong.

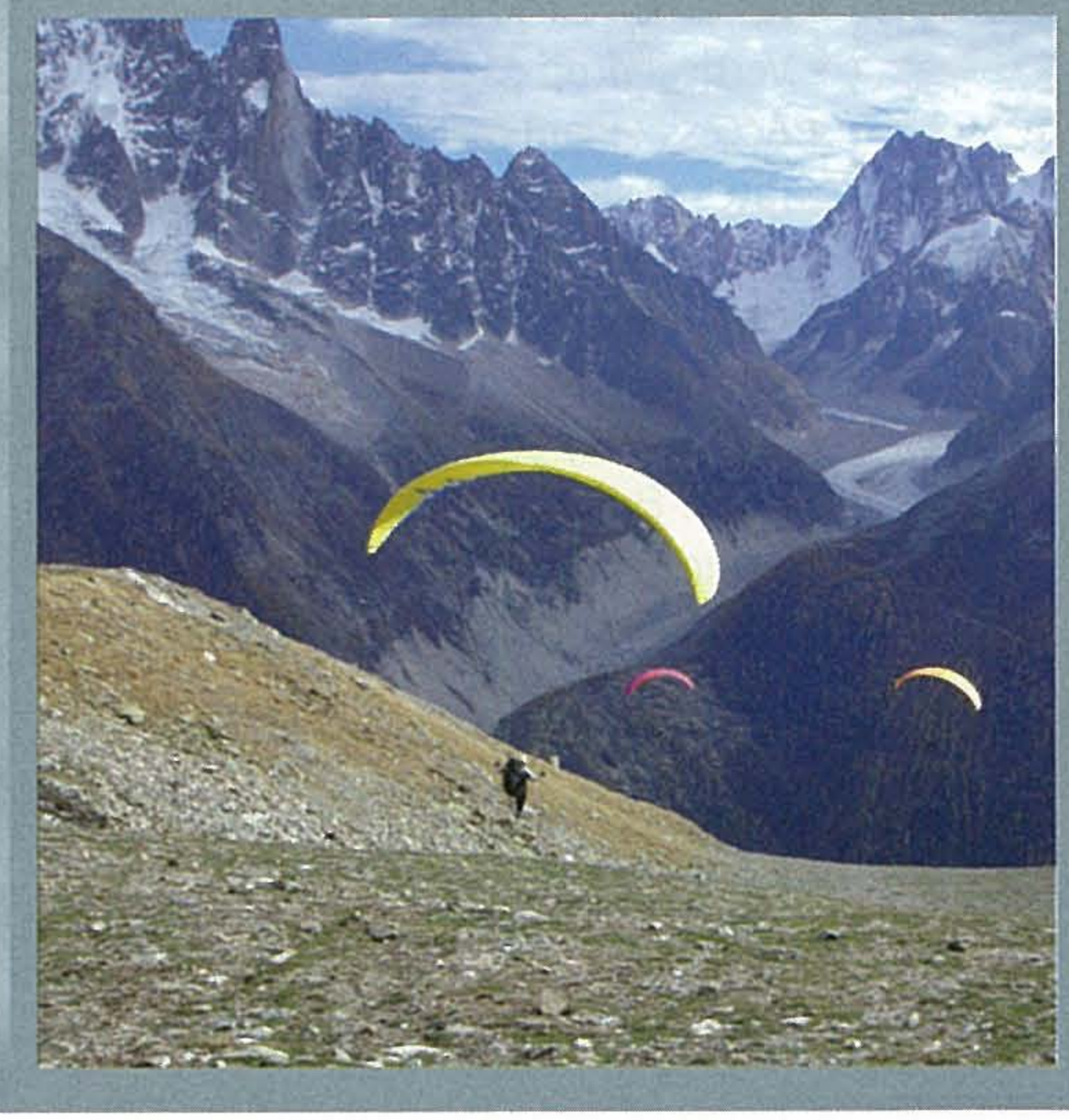
Ability: supervised beginner to XC pilot.

Landing field: Bois du Bouchet.
The landing field is not visible from launch. Be sure to visit the landing before going to take off. An emergency landing field is available at Bois du Bouchet hang glider landing field (picture page 42).

Specific rules:

- The Bois du Bouchet paraglider & Clos du Savoy fields are forbidden when there is snow on them (they become ski & XC ski pistes). Due to this the only available landing is the hang glider (Delta) field at Bois du Bouchet (enclosed & turbulent) see the notice boards or local pilots for the exact dates of the restriction.
- Above the ridges behind & to the left of take off (N – N.E.) of launch, overflying at less than 1 000 m above ground level is forbidden. (see pp 28 for details of the Aiguilles Rouges nature reserve).
- Summer 2008 ski lift construction work at Planpraz – beware of helicopters around this area.
- Check with pg schools or at the Club chalet (Bois du Bouchet landing field) for any special rules affecting the landing fields as they may occasionally be used for civic functions.

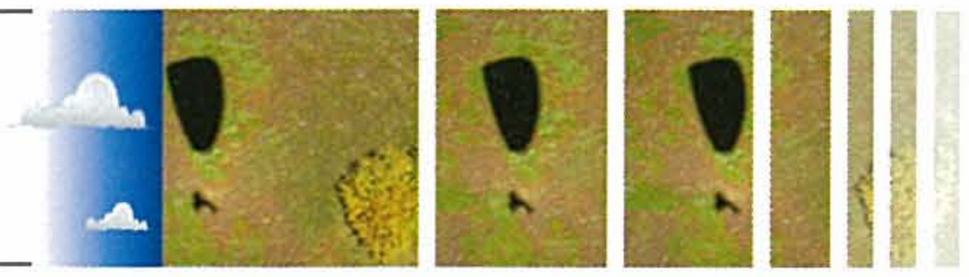
Variation: lower take off point (E – S facing) , situated on a corner of the piste ax 200 m below. This take off is useful when the prevailing wind prevents launch at Index or if clouds obscure the usual launch area.



Flegere & Index launch site

- GPS: N 45° 58' 06.6" E 006° 52' 33.4"
- Direction : south to East
- Altitude : 2 350 m
- Vertical drop : 1 350 m
- Access : Flegere cablecar & chairlift, + 5 mins walk to take off situated beneath old lift station or alternatively on the piste (not winter), (reduced rates available in the summer for pilots). Les Praz railway station (SNCF) + 5 mins by foot.
- Site details/ equipment : windsock.
- FFVL site registration in progress.

Region
Aiguille du midi



Flight conditions: the site works from the beginning of the afternoon to evening. Thermal breezes & thermodynamic conditions or light Westerly winds.

Dangers / Difficulties: once thermal conditions have become established, good launch technique is required as the wind can be strong. High tension electricity cables to the left of launch. Cable car cables to the right of launch & further away to the left for the second stage of the cable car. The launch has been remodelled (2007), please respect any signposted instructions so that the grass may grow on the new take off.

Ability: supervised beginner to XC pilot.

Landing field: Bois du Bouchet. The landing field is not visible from launch. Be sure to visit the landing before going to take off. In winter landing field is available at Bois du Bouchet hang glider landing field (picture page 42).

Variations: during the winter, it is possible to launch to the North East by walking two mins lower to the foot of the small gondola pylon. The take off is almost flat & requires good technique. Do not use this launch if the wind is sustained as you are launching into an enclosed valley that can generate turbulence. This launch is very technical / dangerous once the snow has melted as there are many boulders.

Specific rules: forbidden to launch or overfly in July & August by ministerial order (see p 28 – p 29.)

Plan de l'Aiguille launch site.

- GPS : N 45° 54' 17" E 006° 52' 59"
- Direction : West & North East
- Altitude : 2 233 m
- Vertical drop: 1 233 m
- Access: 1 st stage of the Aiguille du Midi cablecar. 5 mins walk down beneath the cablecar. (reduced rates available in the summer for pilots) Chamonix Railway station (SNCF) + 10 mins by foot.
- Site details/ equipment: windsock & streamers.
- FFVL registered site.





Region Aiguillette des Houches

Flight conditions: end of the afternoon site. Thermodynamic & restitution conditions.

Dangers / Difficulties: inflating the glider is often awkward as the launch is on a camber & the slope drops away quickly causing a small rotor on the ground where the glider is prepared. The aerology of the site is somewhat unusual in the thermodynamic conditions. The whole site is at the limit of a large rotor generated by the plateau of Coupeau (situated to the right of take off) – avoid this zone. To the left of take off the Western shoulder of the Merlet animal park offers good soaring conditions

Ability: autonomous to XC pilot.

Landing site: Cachat gravel pits. Beware the landing is very technical & the landing area is not always clear due to works in the gravel pit.

Specific rules: avoid flying over the animal park so as to avoid scaring the animals & causing conflicts with the owners.



Merlet launch site

- GPS: N 45° 54' 41" E 006° 49' 09"
- Direction: South to South West
- Altitude: 1 600 m
- Vertical drop: 600 m
- Access: by car travelling from Les Houches : route de Coupeau towards the Merlet animal park. 10 mins walk following the signs for the footpath to "Aiguilette des Houches". Les Houches Railway station (SNCF) + 2 hours by foot.
- Site details/ equipment: Club info board & windsock.
- FFVL registered site.

Region Prarion



Flying conditions : morning site. Thermals (early morning : easterly) or with a prevailing N.E. ("bise") or light Foehn wind.

Dangers / Difficulties:

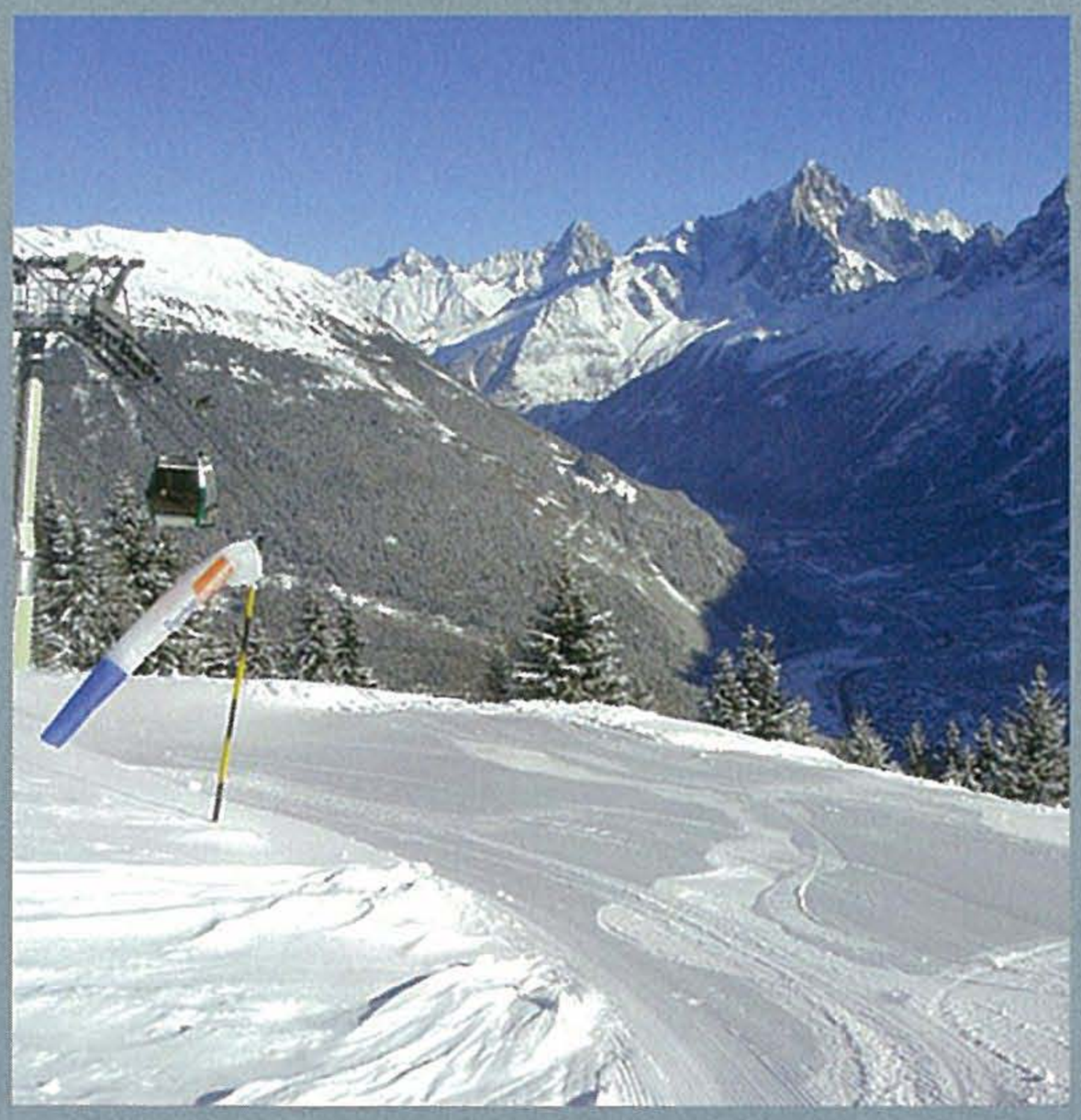
- The summer take off has a track and obstacles in front - easily visible if you walk to the front of take off before launch.
- In light Foehn conditions it may be possible to fly if the wind at take off is gentle. (the Foehn wind usually descends the valley at lower levels) but beware of turbulence ahead of the launch area.
- The landing field is in the lee once the valley wind has become established (usually around 11h) making conditions variable & difficult – to be avoided once the valley wind strengthens later in the day. The landing field is not visible from launch.
- Winter – forbidden to take off on the piste. Possibility to take off from the plateau by the gondola station (beware cables). Ask the lift company for details.

Pilot Ability : Beginner to XC

Landing field: les Chavants. Pass by the Prarion lift ticket desks, turn right at the roundabout, follow the metalled road to the end. Do not enter the private, gravel road. Please consult the notice board at the lift station for details.

Specific Rules: use of the landing field is highly sensitive & could easily be forbidden. Your attention & positive attitude will help further negotiations and the full registration of this site. Please respect the indicated landing & packing areas. Do not drive upon or fold your glider (or even look at !) the small track to the South of the landing field. A large free car park is set next to the lift station.

Variation: if the wind turns W or S.W.: see details for La Charme, Plancert or Grand Prarion all within 20 mins walk.



Prarion North Easterly Launch Site

- GPS: N 45° 53'46" E 006° 44'62"
- Direction: N.E..
- Altitude: 1 853 m
- Vertical drop: 843 m
- Access: Les Houches Prarion gondola. (reduced rates available in the summer for pilots).
  The summer launch area is next to the ski tow 100 m across from the lift.
  Railway station Viaduc Ste Marie railway station + 5 mins by foot to Prarion gondola.
- Facilities: windsocks. Possibility to enquire wind strength & direction at lift station.
- FFVL site registration in progress.



Region Prarion

Flying conditions: beginning and the end of the afternoon, with a thermic breeze. You can also fly in a light Westerly prevailing wind.

Dangers / Difficulties:

- Small T.O with only room for 1 glider to lay out at a time.
- The take off is short and steep, beware there are often small bushes and rhododendrons growing on & at the end of the take off.
- Only possible to use the site if the breeze is directly on. Only commit to launch with a balanced wing as there is insufficient space to correct.
- Please do not spread out your wing if you do not intend to fly, as there is nowhere else for anyone to prepare.
- High tension cables 500m below launch.

Pilot Ability: beginner to XC.

Landing Zones: Le Fayet, Passy-Marlioz (known as Batistock). Access Via the road from Chedde, going towards Le Fayet.

Variation is to land at the Chedde landing field by flying past the W face of Tete Noir. In light foehn conditions it may be possible to fly if the wind at take off is gentle. (the Foehn wind usually descends the valley at lower levels) but beware of turbulence ahead of the launch area.

Grand Prarion Launch Site

- GPS: N 45° 53'46" E 006° 44'62"
- Direction: West.
- Altitude: 1 900 m
- Vertical drop: 1 300 m
- Access: Railway station Viaduc Ste Marie railway station + 5 mins by foot to Prarion lift.
  From Les Houches Prarion gondola, (reduced rates available in the summer for pilots), follow the path marked Grand Prarion, turn directly right after leaving the cable car station, follow the path and stop after 30 minutes walking. The TO should be just on your left.
- Facilities: tell tales / streamers in the trees.
- Registered FFVL site.



Landing field
Bois du Bouchet



Official and principle landing field for Chamonix.

GPS : N 45°55'53" E 006° 52'43"
Altitude : 1 040 m
FFVL Registered landing site.
Access: by car leave the Mont Blanc roundabout heading in the direction of Argentiere, the landing field is 500 m on the left, after the sports centre, North of the town.Chamonix railway station (SNCF) + 15 mins by foot.
Facilities: the Gratte Ciel club house, large information board, windsocks and WC.
Dangers / Difficulties:
Large landing field surrounded by trees. It is important to go no further downwind than the small road leading to the gravel pit in order to land in the main field when the prevailing valley wind is blowing. In the afternoons it can often reach speeds of 20 / 30 kph.

Pilot ability: beginners, to XC.
Landing field for: Plan Praz, Plan d'Aiguille, Flegere, Les Grands Montets, and the Aiguille du Midi.
Special Rules: the town hall has decreed the landing field is more important to the club des sports, and as such is used all winter as a cross-country ski area. When the Bois du Bouchet is out of use, then the hang gliding field 500 m to the East and directly behind is the official landing field (picture p. 42).
Please ask at the club, or the paragliding schools, or a professional pilot for the latest information: www.lesgratteciel.org.
Flight conditions: landing any time of the day, but beware the valley breeze can get strong in the afternoon.





Landing field Savoy

Forbidden in the winter.
GPS: N 45° 55'42" E 006° 51'65"
Altitude: 1 050 m.
Registered with the FFVL.
Access: by car from Chamonix look for the roundabout showing signs for Le Brevent after 500 m turn right going in the direction of Praz / Argentiere, after another 500 m the landing is on your left opposite the hotel Sapiniere and the Residence du Savoy.Chamonix railway station (SNCF) + 10 mins by foot.
Facilities: limited car parking, Windsocks and tell tales.

Special difficulties: the landing field is enclosed and surrounded by buildings. It is large, but it is advised to be extremely cautious, as there is generally a valley breeze and you are generally flying in the lee.
Pilots ability: autonomous to XC pilots
Landing field: for Plan Praz, and Flegere.
Special Rules: completely forbidden in winter. Ask for information from the local schools, and professionals as well as checking on the notice boards.
Flying conditions: suitable in the morning before the valley breeze has got going.



Landing field
The Cachat gravel pits



GPS: N 45° 53'60" E 006°49'24"
Altitude: 950 m
Registered with the FFVL.
Access: from Chamonix take the Route des Gaillands, in the direction of Les Houches, after Taconnaz; turn right, into a narrow lane by the roundabout on the main road.Taconnaz railway station (SNCF) + 15 mins by foot.
Facilities: none.
Special problems:

- Close to the river
- Before you go to the take off, check that the landing is free of obstacles. The FFVL notice board may not have the latest information displayed.
- The air mass is often turbulent on the approach into the landing.
- The landing strip for the ULM is forbidden. Please use the area to the East of the runway and to the North of the hangars. Landing on the microlight aircraft runway requires respect & vigilance with regard to the other forms of aviation.

Specific rules: aircraft & microlights have priority.
Pilots ability: autonomous to XC pilots.
Landing zone: for Merlet.
Local rules: check that there is not work in progress and gravel being moved.
Flying conditions: best at the end of the afternoon.



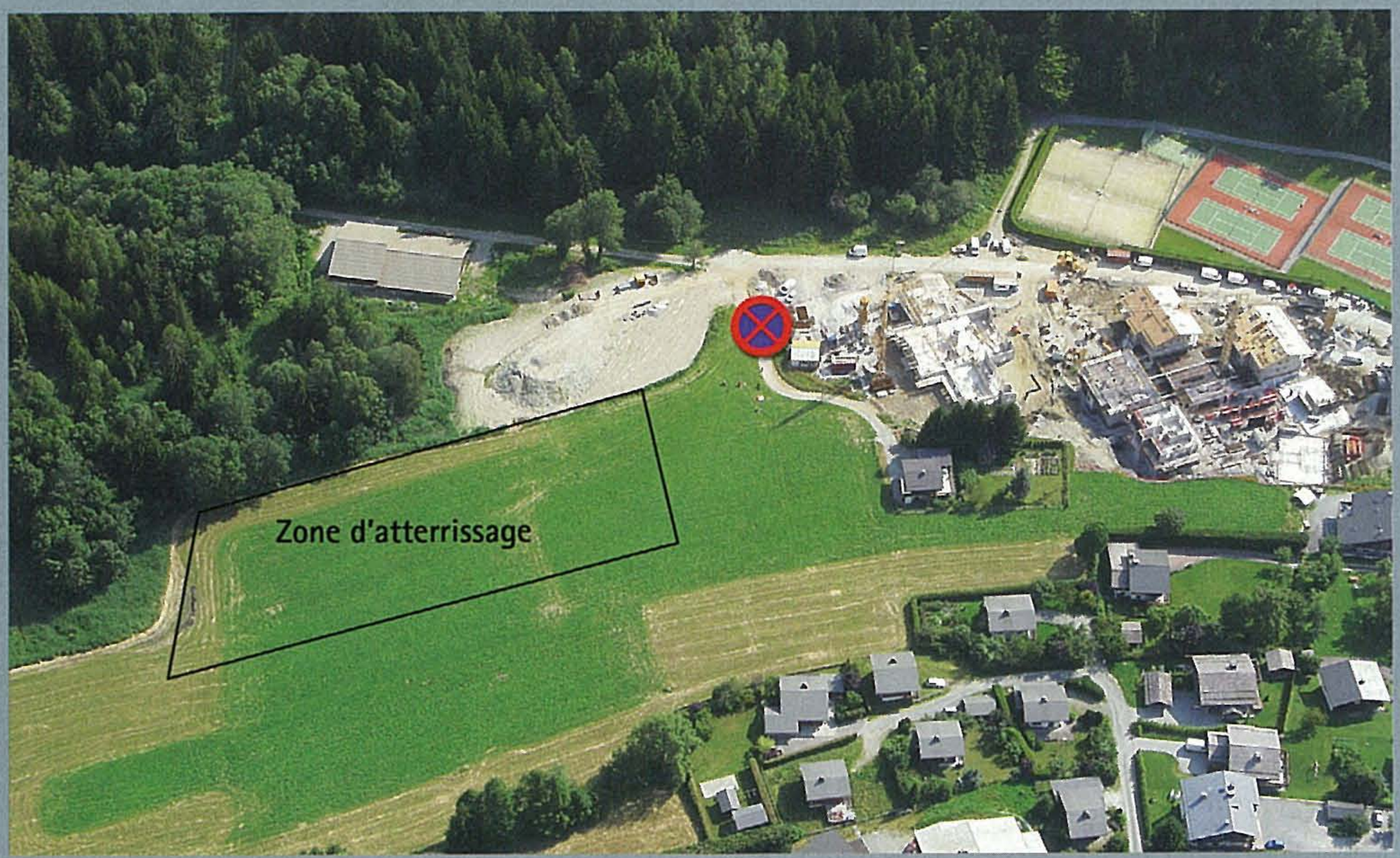


Landing field
Les Chavants

GPS: UTM 0327610 E – 5085185 N
Altitude: 1 010 m
FFVL registration in progress. Completion of negotiations will depend upon pilots behaviour.
Access: Landing field : Les Chavants. Pass by the Prarion lift ticket desks, turn right at the roundabout, follow the metalled road to the end. Do not enter the private, gravel road.
Facilities: windsock & streamers. Information board at lift station.
Special problems:

- The landing field is in the lee once the valley wind has become established (usually around 11h) making conditions variable & difficult – to be avoided once the valley wind strengthens later in the day.
- The landing field is not visible from launch. Please check the notice board at the lift station to see that landing is authorized (in case of cropping etc).
- The aerology becomes turbulent once the valley wind is present.

Pilots ability: autonomous pilot.
Landing field for: Prarion N.E. & hiking flights from Bellevue sector and Aiguillette des Houches.
Specific rules: check for any cropping issues & that landing is authorized.
Flight conditions: early morning, before the valley wind has become established.



Region Saint-Nicolas



Flight conditions: this little known site is the starting point for an excellent cross country flight. Facing Mt Blanc and receiving the morning thermals, once you get to Mt Joly it is on the most obvious route between Les Saisies & the Aravis. It is possible to glide from take off to the swimming pool landing of St Gervais providing that there is no valley wind. Not recommend in the afternoon (valley wind).
Dangers / Difficulties: no particular problems for the classic flight though you should be aware of the numerous power cables higher up the Contamines valley from the swimming pool.
Ability: beginner to experienced pilot.
Landing field: near the swimming pool of St Gervais (to be avoided in the afternoon).

Porcherey Launch site

- GPS: N 45° 50' 32" E 006° 42' 00"
- Direction: North East / East
- Altitude: 1 870 m
- Vertical drop: 1 000 m
- Access: from St Gervais by car, follow St Nicolas de Veroce then climb above the plateau of la Croix de Saint Nicolas by going to the end of the gravel track. Leave the car at the parking then walk uphill for 15 mins on the ski piste opposite the parking. It is forbidden to continue above the parking by vehicle.
- Site details / equipment: streamer on a pole
- FFVL registered site.





Region Prarion

Flight conditions : a late afternoon site, facing into the valley wind of the l'Arve valley. The take off is intimidating because it is narrow & enclosed but has an ideal slope profile for launching.

Dangers / Difficulties: thermal activity can be strong just out from the take off. The remainder of the flight is in thermodynamic conditions & is relatively straightforward. The high tension electricity cables are obvious obstacles & easily avoided. Avoid flying with dominant Southerly winds (when flying out from take off becomes very unpleasant).

Ability: for experienced pilots once thermal conditions have become established.

Variations: two other take offs are available in the region; one from the ski piste of Plancert & the other at La Charme. ax 1000m vertical descent. Landing at Marlioz , necessitating a flight against the valley wind or landing Chedde with part of the flight into wind then cross wind whilst needing to "scratch" along the hillside following power lines.

Access: the Prarion gondola from Les Houches allows easy access. Then 15 mins walk downhill to Plancert or traversing slightly uphill to La Charme. After the flight it is possible to return to the bottom of the Parion lift by taking the train from le Fayet (15mins from Marlioz landing) or Chedde (5 mins walk from lading field). Leave the train at Viaduc Sainte-Marie, then 5 mins walk to the free car park at Prarion.

It is also possible to access the two launch areas by 4x4. either via Bionassy & Col de Voza (for La Charme) or Saint Gervais, Mont Paccard then Plancert. Vehicular access is strictly forbidden during the day in July & August.



La Charme



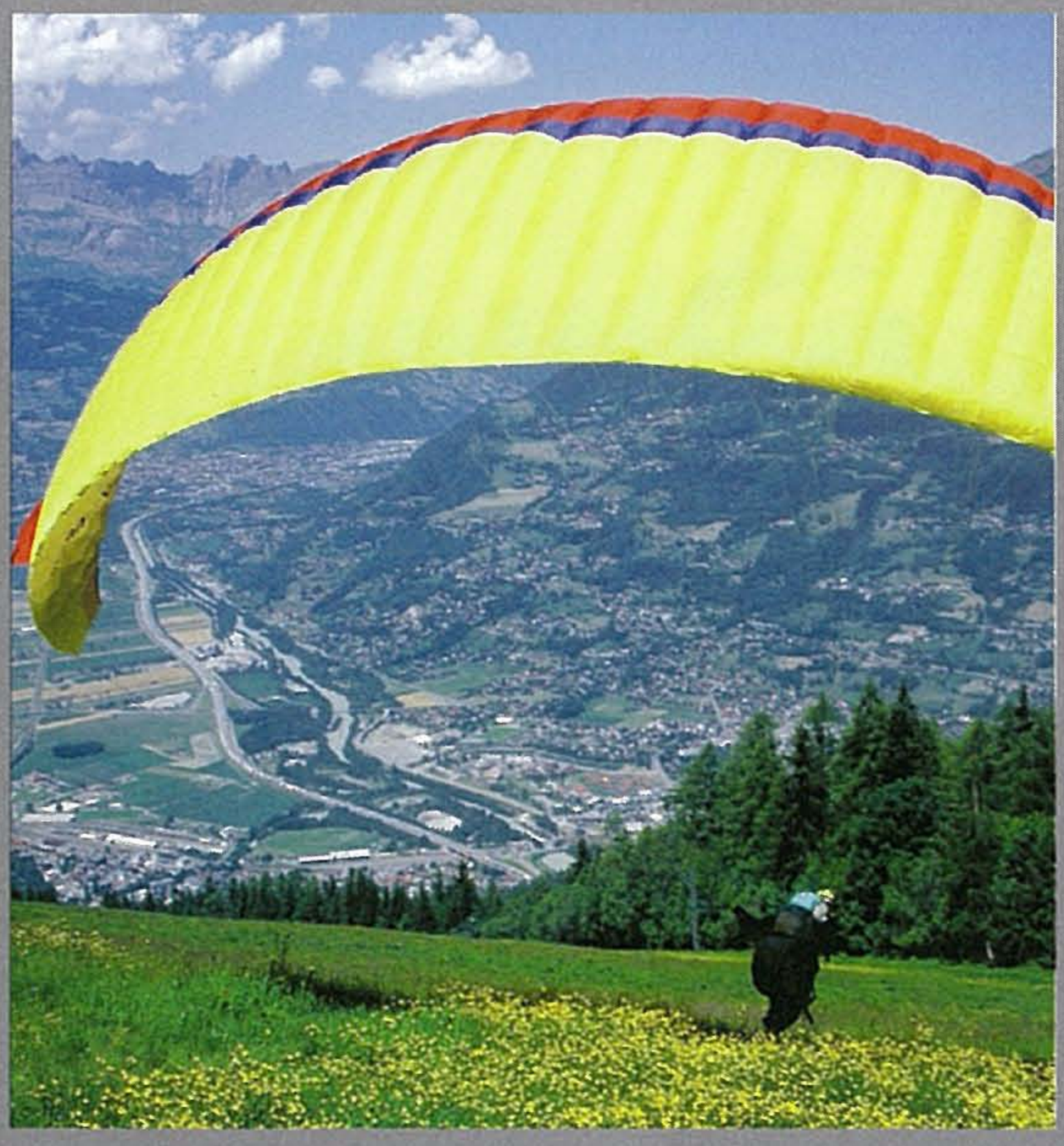
Beware both flights involve flying close to high voltage power lines.

Piste du Plancert: the launch site is west facing, like Mt Paccard between trees but is far wider & less intimidating. It is easily visible from below in the valley. Set 20 min walk higher up the mountain than Mt Paccard take off, the launch is easier though on a slightly off camber slope (towards a ski tow). The power cables are beneath the flight out from take off & care must be taken even though they are well below. The site is affected by the same problems with a southerly wind as Mt Paccard. Plancert is one of the last sites in the region to remain flyable with westerly winds – nevertheless evaluate the possibility of flying upwind to the landing areas before flying. Can be turbulent flying out from launch. In regular conditions this site is suitable for supervised beginners.

La Charme: certainly one of the most beautiful flights in the valley complete with a launch from an alpine meadow.

Advice: La Charme is a great site for a calm late afternoon flight after having enjoyed walking with the family in the Prarion massif.

Attention: these sites are under negotiation. Please check the St Gervais website for details of periodic site closures: http://stgervais.vollibre.free.fr/ Avoid 4x4 access if possible – even during the permitted hours. Take care with fences, walkers, farmers and all animals. The continued existence of these sites is in your hands.



Plancerts

Mont Paccard Launch Site

- GPS: N 45° 53' 43" E 006° 43' 40"
- Direction: West
- Altitude: 1 312 m
- Vertical drop: 800 m to Passy-Marlioz landing site.
- Access: by car from St Gervais, direction Mont Paccard / Le Prarion until "Toilles". The road is steep & windy. From the parking walk 15 mins up the gravel track. Access by 4x4 is restricted in July & August when it is forbidden between 9 am – 6 pm.
- Site details / equipment:

A relatively narrow take off set between pine trees, Wind sock, Club info notice board. Originally an official FFVL hang gliding site. Now fully registered FFVL site (HG & PG).



Region Mont d'Arbois

Flight conditions: a superb morning site, facing Mont Blanc, taking off from & overflying alpine meadows. The launch is set in the parc d'alpage (rural park) de la Grand Montaz & it is essential to respect the work of the farmers, particularly in taking care to close gates etc. The flight is straightforward and thermals may be strong. The landing site by the swimming pool of St Gervais is visible from the take off.

Dangers / Difficulties: at take off, the chairlift makes it awkward to make S turns in front of the take off. Otherwise the flight is carried out mainly at max glide, consequently it is unadvisable to fly when there is a sustained East or North wind. In the afternoon, or in Westerly winds the site is completely in the lee side and is best avoided. The landing field by the swimming pool is to be avoided in the afternoon as it becomes turbulent due to the valley winds.

Ability: beginner to accomplished pilot.

Landing field: the landing field is situated by the swimming pool. Pay attention to respect the work of the farmers. Land as near as possible to the dirt track. Pack your wing on this road.

Variations: this site is particularly well adapted for ski launching in the winter. Check with the ski patrol or other pilots before flying as restrictions apply to the ski area.

Mont Joux
Launch site

- GPS: N 45° 50' 48" E 006° 40' 34"
- Direction: East / North East.
- Altitude: 1 872 m
- Vertical drop: 1 000 m.
- Access: the easiest way is to take the gondola from Bettex & Mt d'Arbois from Saint Gervais. 4x4 access is permitted but is a long drive up & down. From the top of the Mt d'Arbois lift follow the ridge down to the col d'Arbois then 100 m uphill to towards the cross at the top of the ski tow.
- Site details/ equipment: information panel, wind sock.
- A registered FFVL site.



Landing area
Swimming pool



GPS: N 45° 53' 04" E 006 42' 50"
Altitude: 800m
FFVL registered site.
Access: by car from St Gervais, follow directions for Les Contamines Montjoie. On the outskirts of St Gervais, turn right after the swimming pool until the car park for the tennis club. The landing is 100m away behind the pool.
Site details/ equipment: windsock, FFVL info panel, rubbish bin.
Ability: experienced pilot.
Serving the take offs:
Mont Joux, Mont Paccard – Porcherey

Specific rules: respect the work of the farmers, avoid trampling the grass more than necessary. Try to land on the track & to pack up on the track, especially during the harvest times. Vehicles are not permitted on the landing field, park at the car park.
Dangers / Difficulties: there are numerous power lines that traverse the valley at altitude further up the valley from the landing field. Be alert for the cables particularly when the valley wind increases. The landing field can be very turbulent in strong valley winds.
Flight conditions: not advisable for the afternoon.




Les Aravis
Massif du Mont Blanc
Désert de Platé
Aiguilles Rouges
Vallée de l'Arve
Vallée de Chamonix
Mer de Glace
Glacier du Tour
Glacier d'Argentière
Glacier des Bossons
Glacier de Taconnaz
Vallée Blanche
Tunnel du Mont Blanc
Tramway du Mont Blanc
Train Panoramique du Mont Blanc
Genève
Annecy
Savoie
Albertville
Grenoble
Aosta
Turin
Italie
VALLORCINE
Col de Balme
Le Buet
Col de Tré les Eaux
Col des Montets
Tunnel
Le Tour
Montroc
Argentière
Aiguille du Tour
Aiguille du Chardonnet
Aiguille d'Argentière
Aiguille des Grands Montets
Aiguille Verte
Les Drus
Mont Dolent
Flégère
Planpraz
Les Praz-de-Chamonix
Le Brévent
Réserve Naturelle du Vallon de Bérard
Réserve Naturelle des Aiguilles Rouges
Réserve Naturelle de Sixt-Passy
Réserve Naturelle de Passy
Réserve Naturelle de Carlaveyron
Réserve Naturelle des Contamines
Aiguille du Belvédère
Aiguille Pourrie
Aiguille du Midi
Aiguille du Goûter
Dôme du Goûter
Mont Blanc du Tacul
Mont Blanc
Aiguille de Bionnassay
Grandes Jorasses
Dent du Géant
Le nid d'Aigle
Dômes de Miage
Aiguille de Glaciers
Mont Tondu
Aiguilles de la Pennaz
Col du Bonhomme
Bois du Bouchet
Le Savoy
CHAMONIX-MONT-BLANC
Plan de l'Aiguille
Aiguilles de Chamonix
Les Bossons
Merlet
La Gravière à Cachat
LES HOUCHES
SERVOZ
PASSY
Chedde
Marlioz
Le Fayet
SAINT-GERVAIS-LES-BAINS
Le Prarion
Les Chavants
Mont Paccard
La Charme
Piscine
Le Bettex
DEMI-QUARTIER
MEGÈVE
Mont d'Arbois
Palais des Sports
Le Christomet
Le Villard
Mont Joux
St-Nicolas-de-Véroce
Porcherey
Rochebrune
PRAZ-SUR-ARLY
Côte 2000 Altiport
Mont Joly
Mont Truc
LES CONTAMINES-MONTJOIE
Les Pontets
Le Signal
Ban Rouge
Mont de Vorès
Aiguille Croche
SALLANCHES
Mayères Altiport
Aérodrome
St-Martin-sur-Arve
Varan
Plateau d'Assy
Plaine Joux
Lac vert
CORDON
Pointe Percée
Mont Charvet
L'Ambrevetta
Croisse Baulet
COMBLOUX
DOMANCY
Aiguille de Varan
Tête du Colonney
Tête à l'Âne
Pointe d'Anterne
Pointe Noire de Pormenaz
Lac d'Anterne
Lac de Pormenaz
Lac Blanc
Lac Cornu
Lac du Brévent
Lacs des Fiettes
Base de Plein Air de Passy
A40
N212
N205
D909
D902
Take off area
Speed riding region
Snowkite region
Landing field
Airfield
Natural reserve boundary
Permanent forbidden zone
Temporary forbidden Zone (July & August)
Sensitive zone , to be avoided
1st June - 31 st June
Access by the train in under five minutes.
N



Region Fiz chain

Flight conditions: year round flying. Thermic conditions in the afternoon / evening.

Dangers difficulties: site susceptible to overcrowding, be aware of rules of priority. Do not fly with strong West winds.

Ability: supervised beginner to cross country pilots.

Landing site: Passy-Chedde & Passy-Marlioz.

Specific rules: all the ridge behind take off (Pointe de Plate to the East) is a natural reserve and flying below 300m above the ground is forbidden (see page 12 and map page 28 and 29).
Handgliders must land at the Marlioz landing field.

Passy - Plaine Joux Launch site

- GPS: N 45° 56' 58" E 006° 44' 22"
- Direction: South
- Altitude: 1 360 m
- Vertical drop: 760m
- Access: the road through plateau d'Assy to Lac Vert / Plaine Joux with a large car park at the Plaine-Joux station.
- Site details/ equipment: FFVL & club information board, windsocks, preparation of gliders behind the take off area if the site is busy. Webcam views of the take off at www.cmbvl.net & www.passy-mont-blanc.com
- FFVL registered site.
- Equipped for handicapped (wheeled harness) flyers.



Region
Fiz chain



Flight conditions: calm in the morning, strong thermic activity in the afternoon.
Dangers Difficulties: cliffs at the end of the take off area.
Ability: beginners under supervision to cross country pilots.
Landing fields : Passy-Chedde & Passy-Marlioz.
An alternative landing area is possible by the lake in the Passy plain to be found off the Domancy road with the intersection of the riding school.
GPS: N45 54' 59" E 006 39' 52" alt. 560 m.
Suitable for all pilots in the morning but subject to very strong valley winds in the afternoon.
Special rules: if accessing by 4x4 do respect the walkers.
Variation : Frioland (1 700 m); East facing morning hiking access launch.

Passy-Varan
Launch site

- GPS: N 45° 56' 42" E 006° 40' 55"
- Direction: south West to South East
- Altitude: numerous take off areas from 1 640m – 1 920m
- Vertical drop: 1 080m to 1 360m maximum.
- Access: hameau de Bay, situated on the road to the Plateau d'Assy. Two parking spaces at Coudray then 1 hours walk or by 4x4 along the dirt road.
- Site details/ equipment: windsock & FFVL info board on the official Pobu take off (1 640 m).





Landing field
Passy-Marlioz

UTM 0322100 E - 5087250 N
Altitude: 585m
Registered FFVL site.
Access: avenue Grange Vallet.
Site details/ equipment :
windsock (NE corner of field), information sign.
Danger / Difficulties: wind gradient is possible.
Ability: supervised beginner to Cross country.
Launch sites: Plaine-Joux, Varan, Frioland, Grand Prarion, Mont Paccard, La Charme.

Specific rules: hang gliders have priority, respect the cropping of the surrounding fields, packing area is alongside the road. Do not practice inflations whilst pilots are making their approach.
Flight conditions: subject to thermic activity from mid morning

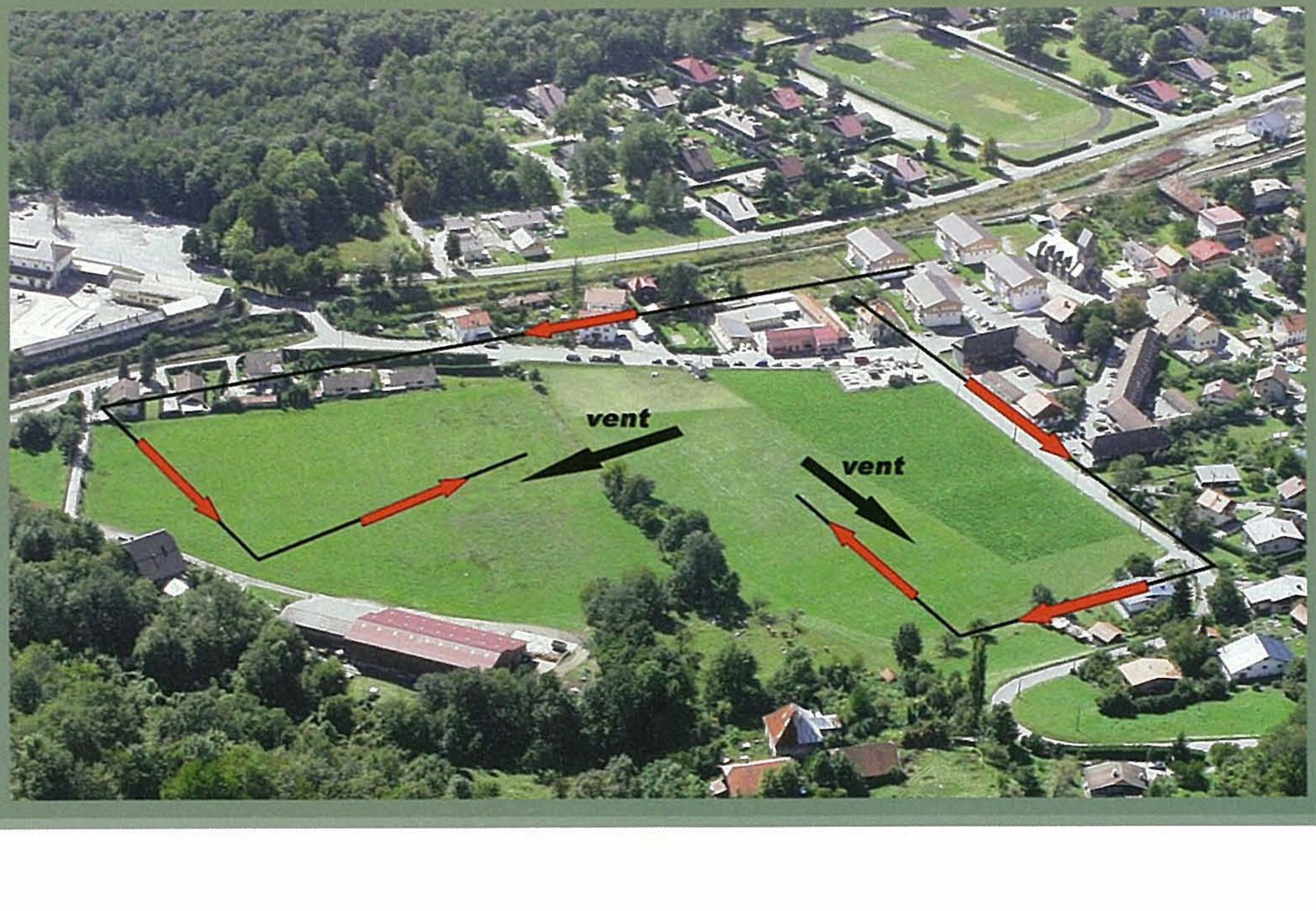


Landing field
Passy-Chedde



GPS : N 45° 55' 41" E 006° 43' 30"
Altitude: 603m
Registered FFVL site.
Access: street Paul Corbin at Passy-Chedde
From Le Fayet, follow signs for Chedde. Landing is in the far corner of the valley approx 200_m further on from the centre of Chedde.Chedde railway station (SNCF) + 5 mins by foot.
Site details/equipment: windsock, information board, blackboard with club outing information. Answerphone with details of outings etc. Tel: 06 77 12 45 15
Pack gliders alongside the road.
Do not block the access to the landing field (landowners & rescue services) - there is a lowered curb.

Danger/Difficulties: overcrowding during landing approach, especially during the evening & restitution conditions. The wind gradient can be pronounced.
Ability: supervised beginner to cross country pilots.
Serving the take offs:
Plaine-joux, Varan, Frioland, Grand Prarion.
Specific rules: see the notice boards or contact the club members or schools operating on the site for updated information. Not to be used by hang gliders (see Passy Marlioz).
Flying conditions: flyable in convective breezes. Generally well sheltered from weak to moderate prevailing winds (apart from Westerly).





Region Rochebrune

Flight conditions: northerly sector winds & thermic breezes. Possibility to work the l'Alpette thermal shortly after take off & set off on XC for Christomet & the Aravis or towards Mt Joly.

Dangers / Difficulties:
Dangerous in South Westerly winds (rotor).

Ability: supervised beginner to cross country pilots.

Landing site: Megeve, Sports centre. Other landing areas are also possible depending upon the cropping – consult the local pilots.

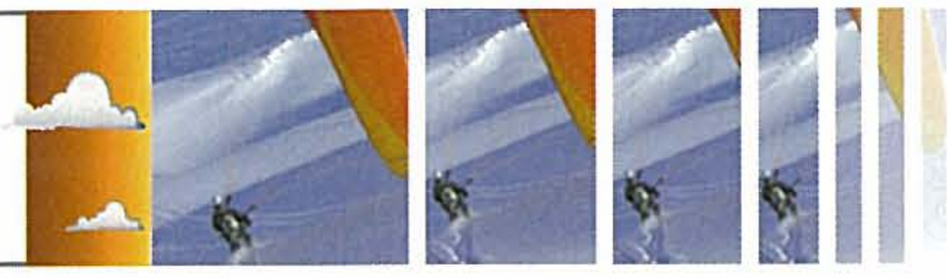
Specific rules: there is a small but active airport to the East of take off. Do not overfly the access to the airport below 1 800m ASL (point November – situated vertically above the hamlet of Tour). The same applies for the access to the airport from the opposite (Mont Joly range) end.

Rochebrune Launch site

- GPS: N 45° 50' E 006° 36' 48"
- Direction West – North West.
- Altitude: 1 755m
- Vertical drop: 650m
- Access: Rochebrune cable car (operates winter & July, August).
- Site details/equipment: information board, windsock.
- Registered FFVL site.

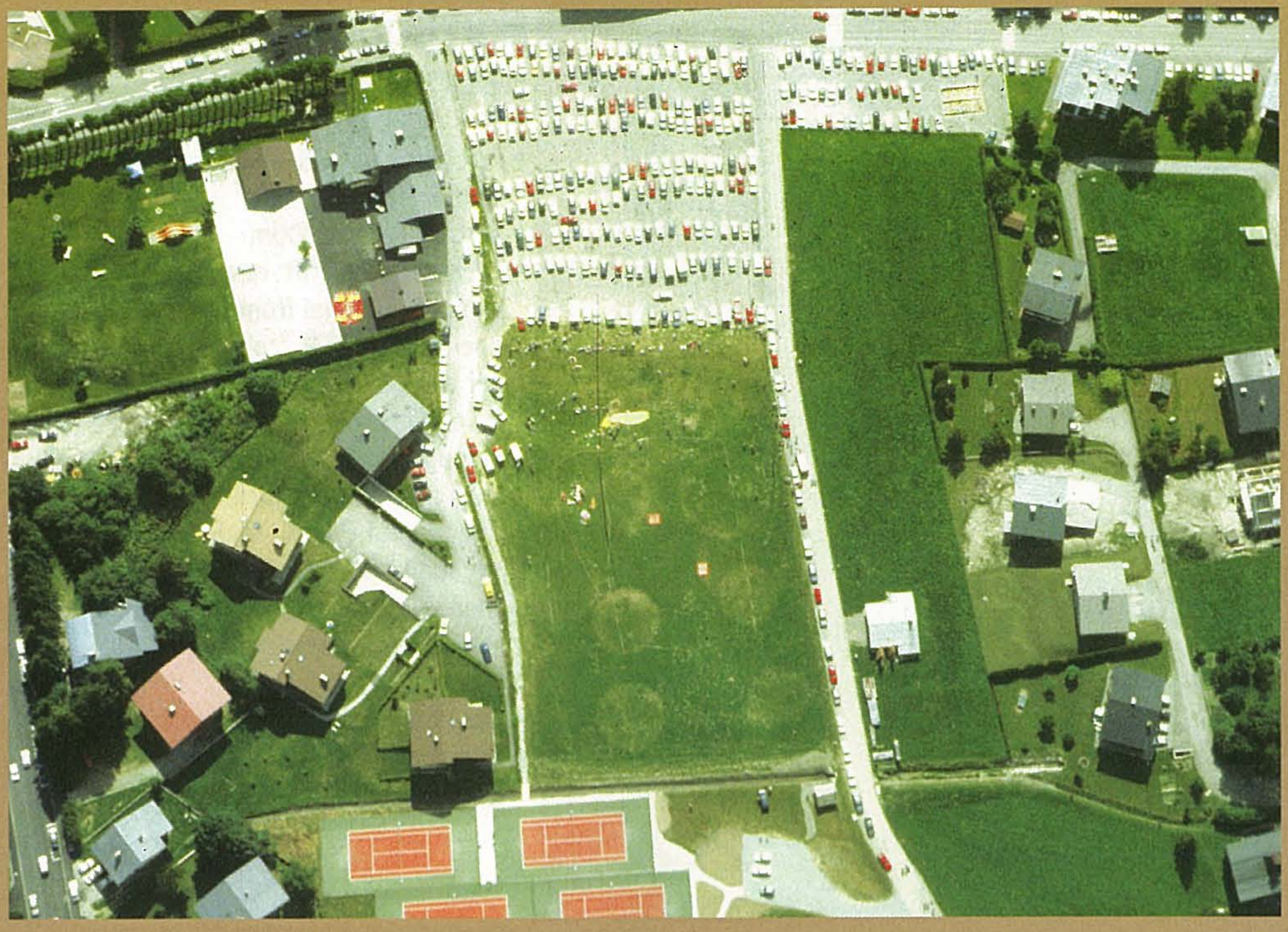


Landing field
Sports centre



GPS: N 45° 51' 42" E 006° 37' 11"
Altitude: 1 105m
Registered FFVL site.
Access: by the "place du marché"
Site equipment: windsock.
Dangers / Difficulties: be aware that the landing is situated on a col & subject to the confluence of opposing winds. It is impossible to be able to glide to the landing with a sustained North to NE wind.
Ability: beginner to experienced pilot.

Serving take off:
Rochebrune (requires a min glide of 5).
Specific rules: see the notice boards or contact the club members or schools operating on the site for updated information. Other landing fields are possible, contact the local pilots.
Flight conditions: light convective winds & weak North to Westerly flows.





Region Crêt du Midi

Flight conditions: the flight plan (to the landing) is not direct. By Northerly or Westerly winds you have to get to Praz sur Arly which is not visible from the launch. Soaring in Westerly winds is particularly pleasant.

Dangers / Difficulties: apart from the simple flight plan there are no particular complications.

Ability: Confirmed (autonomous) pilot.

Specific rules: in summer the take off is forbidden because of herds of cows in the high pastures. This situation is after dialogue with the land user and failing to respect this rule will compromise the future use of the site. In winter the site is one of the most beautiful places to fly by ski launching. & is available to everyone.

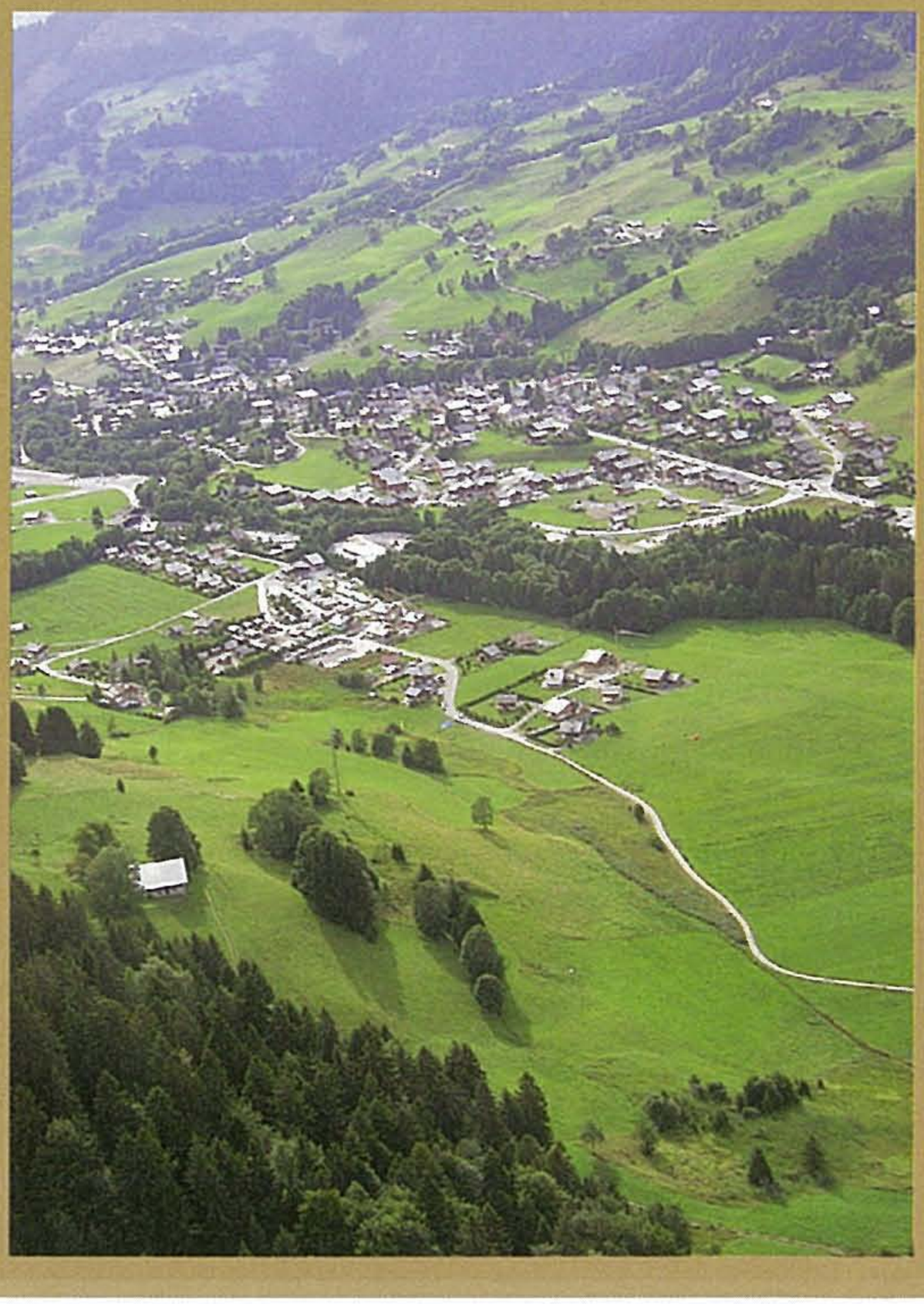
Landing site:

GPS: N45 50' 11.4" E006 34' 54.3"

Two landing sites are FFVL registered for this take off. One at the foot of the ski slopes – only to be used in winter.

The second one at Les Thouvassieres, route du Plan Cassioz. The traiangular field bordered by hoses between the road & the power cables at the foot of the hill with the chateau. It is important to identify the landing site before going to the Ban Rouge take off.

The landing fields are distinguished by their windsocks.



Ban Rouge Launch site

- GPS: N 45° 50' 01.1" E 006° 34' 13.6"
- Direction: West & North East
- Altitude: 2 000m
- Vertical drop: 1 000m
- Access: by chairlift: new high speed chair operational from winter 2008, open all winter & probably two days per week in the summer.
  By car: from Praz sur Arly, pass through Notre Dame de Bellecombe, then at Montrond turn left in the direction of Cret du Midi. From here the road becomes a dirt track & there is a marked parking area. From the parking walk 40 mins to Ban Rouge.
- Site details/ equipment: windsock.
- FFVL registered site. The snow is packed in winter.

Region
Le Signal



Flying conditions: site frequently used for XC flights, optimal XC conditions from 11h.
Danger/difficulties: beware of the power cables as the thermal sources are close by.
Relativley easy take off but beware of the wind turning backwind from ax 12h.
Ability: supervised beginner to cross country pilot.
Landing fields: closest official landing fields
Saint Gervais swimming pool field, Passy (Marlioz), Monaco for the best pilots !
Emergencey landing field: Notre Dame de la Gorge (1 210m), opposite the EDF cablecar, 500m to the South of the Pontet gondola station.

Signal launch site

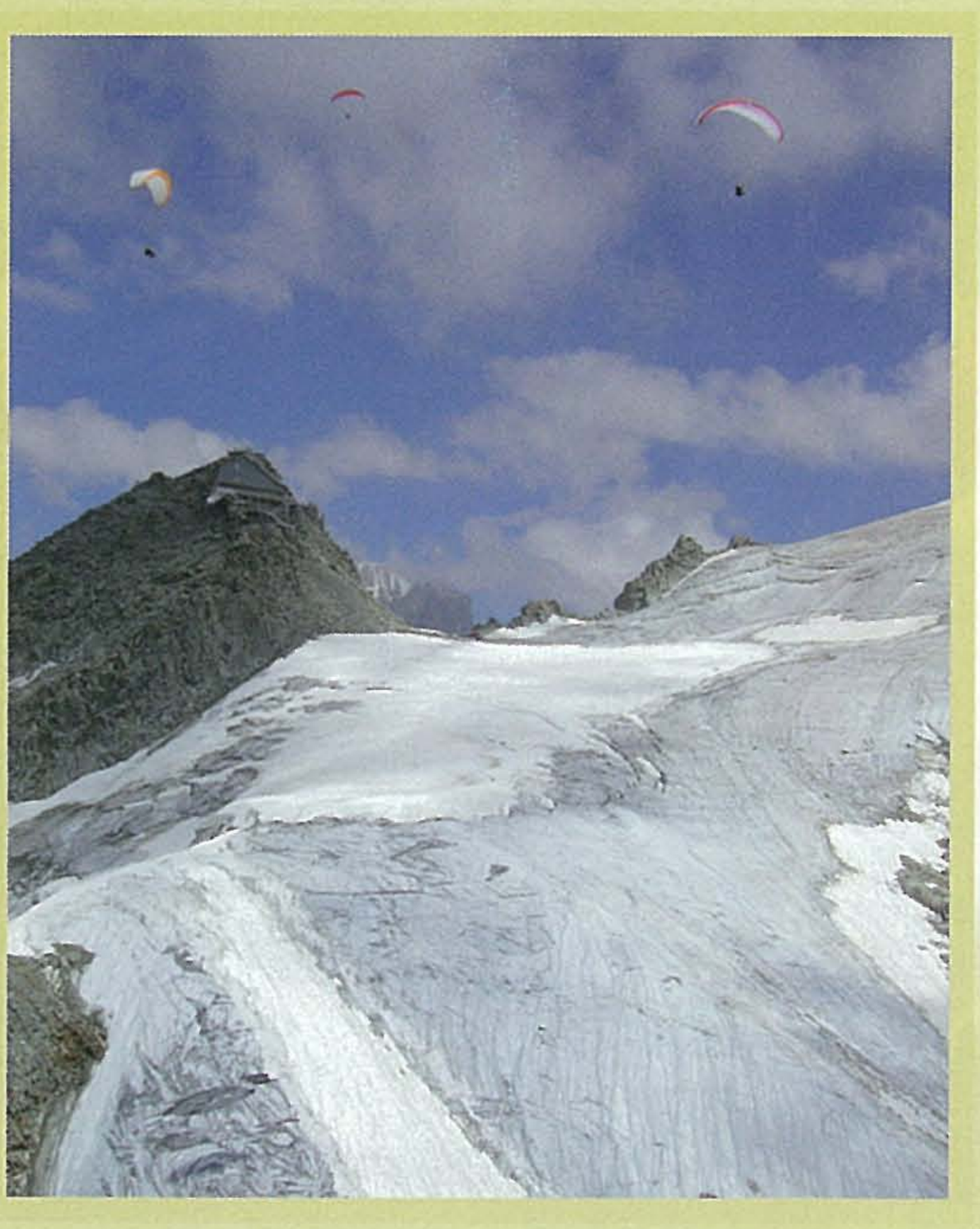
- Orientation: South east 130°.
- Altitude: 1 875m.
- Access: Either by 4x4 track via hameau du Baptieu following signs for Etape or Signal or by gondola in July , August.
- Site details/ equipment: Club info board, windsock & take off area regularly mown.
- Site undergoing FFVL registration.
- Remote weather station FFVL (to be installed soon).





Mont-Blanc region
High mountain

Dangers / Difficulties: a high altitude take off requiring a good physical condition.
High altitude aerology. The convective breezes may be strengthened by dominant weather winds. Clouds frequently form in front of the take off during the afternoon.
Be advised of the timing of the last cable car back to Argentiere! Take off on glacier & airy feeling!
Ability: qualified (autonomous) pilot. Basic ideas of Alpinism or presence of Mountain Guide.
Landing site: Bois de Bouchet, Chamonix. This landing is upwind of the take off & strong valley winds in the afternoon can make the glide difficult or impossible.
Emergency landing site: hang glider landing field (approx 200m downwind of the Bois du Bouchet) but turbulent & enclosed when the valley wind is strong.
Specific rules: the flight path must avoid the Montenvers -Signal-towards Plan d'Aiguille area because of the helicopter base for the mountain rescue (permanent restriction see p 22 – 23). It must also avoid the Aiguilles Rouge sector (E facing slopes) above Argentiere. (restricted zone in July & August).
Flight conditions: the site becomes usable from the beginning of the afternoon. Suitable in convective breezes or light dominant winds (either anticyclonic or light Westerly winds).
There is no landing site in Argentiere. All the previous Argentiere landings are now completely forbidden. To help the local club with ongoing negotiations to re open these landings please do not land in Argentiere.



Grands Montets
Launch site

- GPS: N 45° 56' 52" E 006° 57' 36"
- Direction: West.
- Altitude: 3 100m.
- Vertical drop: 2 100m.
- Access: cable car Lognan & Grands Montets (two stages) then 10 mins walk down from thae lift station & across a glacier. Attention, this high mountain glacier is not marked or surveyed & has numerous dangerous crevasses. Those not experienced in glaciers are strongly advised to either avoid this take off or to employ a high mountain guide. It is advisable to be roped together whilst traversing the glacier.
  Argentiere railway station (SNCF)+ 10 min by foot to bottom of cablecar.
- Site details/equipment: streamers usually present at take off.
- FFVL registered site

Mont-Blanc region
High mountain



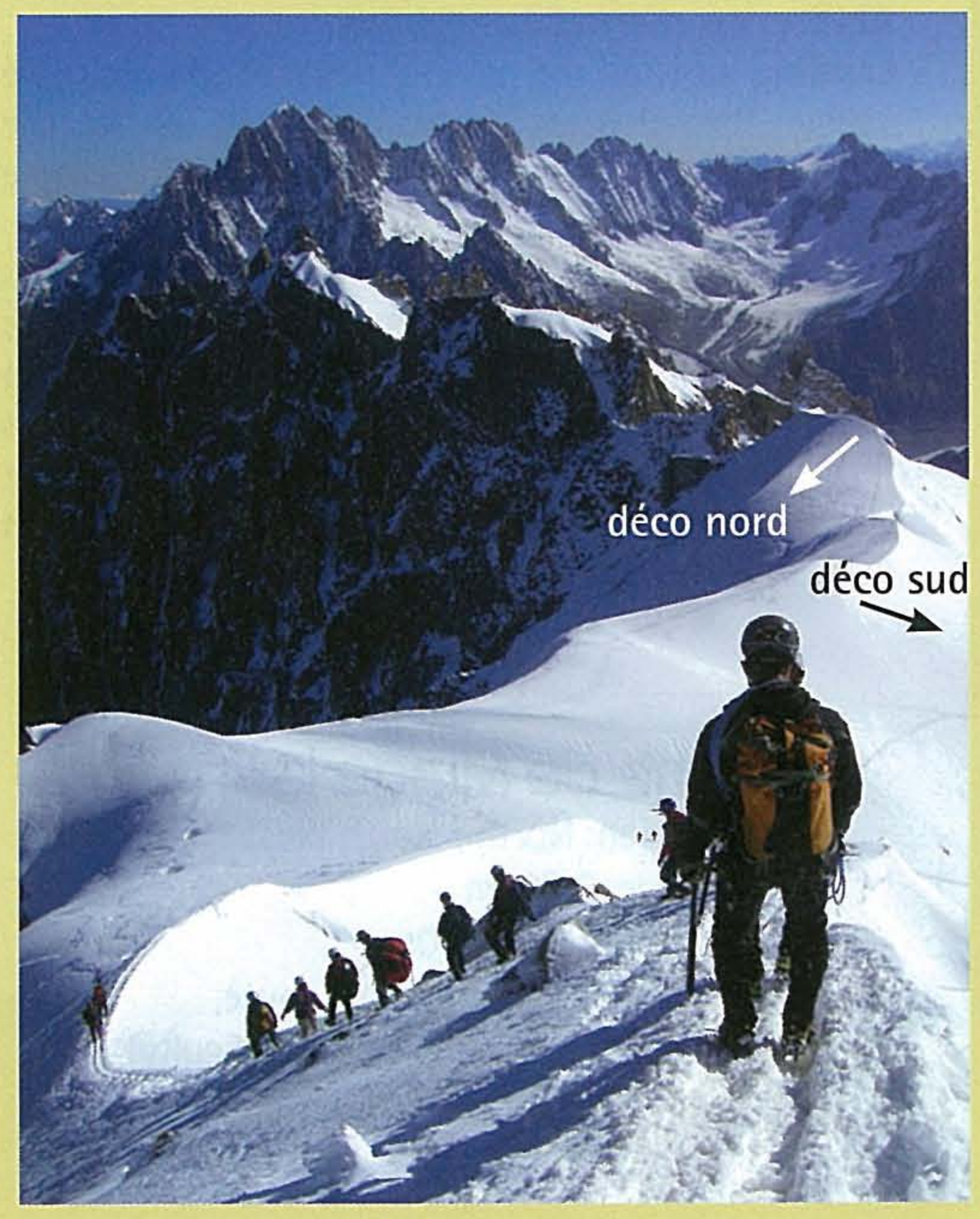
Flight conditions: flyable throughout the day generally best in anticyclonic periods or with light North – North West winds or South winds. A worthwhile flight in winter months when access is slightly easier using the fixed ropes placed for skiers (crampons still useful).

Dangers / Difficulties: high altitude take off requiring a good physical condition. Beware of the reduced lift at high altitude. High Mountain aerology (weather winds increasing quickly, etc). Launch on a glacier, exposed feeling to takes offs – particularly on the North. Crevasses beneath both launch areas. Snow conditions can considerably complicate take off run in light / zero winds. Be aware of the timing of the last cable car down (& allow sufficient time to climb back up to the lift station) if unable to launch.

Ability: autonomous pilot with excellent take off technique.

Landing area: Bois du Bouchet.

Specific rules: absolutely forbidden in July & August (see map pages 28 & 29).



Aiguille du Midi launch

- GPS: N 45° 52' 52" E 006° 53' 50" (North take off).
- GPS: N45 52' 51" E006 53' 48" (South take off).
- Direction: North & South.
- Altitude: 3 700m.
- Vertical drop: 2 700m.
- Access: Aiguille du Midi cable car (two stages). 30 min descent along a vertiginous knife-edge ridge necessitating use of crampons & preferably a rope. The take offs are both situated on high mountain glaciers with crevasses. Mountaineering experience or the presence of a Mountain Guide is absolutely essential.
- Site details/ equipment: none.



High mountain Paralpinism

The Mont Blanc range is particularly well suited to the combination of mountaineering & paragliding Para-Alpinism (Paralpinisme).
Beware; this discipline is very demanding. Before being able to fly from the summit of a high altitude mountain you have to climb to the summit, to be able to climb to the summit you have to be an experienced mountaineer or alpinist. You have to be patient for both mountaineering & flying conditions to be correct before setting out.



Flight conditions:
The possible take off areas at the summit are reduced because of the natural reserve on the summit ridge. Take off is only permitted on the North facing side.

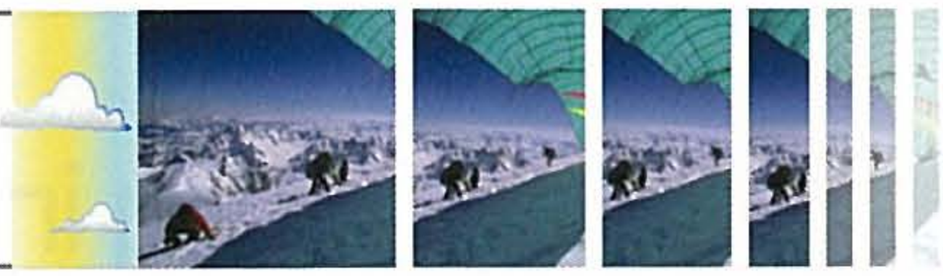
- **Take Off 1:** "Le Col des Domes"_; a relatively "safe" take off if there is a Northerly breeze. The slope becomes very steep, very quickly.
- **Take off 2:** "Le 3e Dome" (The third dome), on the summit of the narrow ridge. Take off in the direction of St-Gervais. Launching further along the ridge is forbidden.

Dangers / Difficulties: the take offs are steep and vertiginous. Once in the air, the flight is contrastingly straightforward.
Ability: experienced paralpiniste.
Landing site: all the landing fields of the Montjoie valley. The greatest vertical descent is to the Passy-Marlioz site. Well appreciated for its simple aerology.
Specific rules: the presence of the Contamines Montjoie Natural Reserve considerably constrains this flight – in particular by limiting launching beyond the third dome. Overflying of the Reserve is forbidden below 300m above ground level. The site is a high altitude site that can be flown in July & August as it is outside of the forbidden zone.

Dome de Miage launch

- Direction: North / North West
- Altitude: 3 600m
- Vertical drop: 3 000m
- Access: Glacial mountain route, difficulty: peu difficle (low difficulty). Consult a mountain guide for details.

High mountain Paralpinism



The Mont Blanc, the dream of many pilots requires a precise preparation; as much for the climb as for the flight & demands a perfect study of the mountain & weather conditions. Having to descend by foot must always be considered.

Flight conditions: anticyclonic conditions with a light North, South West or East wind (max 20 kph at 4 000m). Be very wary – the capacity to make lucid judgements is considerably diminished by the lack of oxygen, fatigue & other affects of high altitude. Do not forget that the flight is 4 000m drop & will take around 45 mins of descent. Everything must be considered before launch; clouds, valley winds, thermal conditions, direction & strengths of the various air masses that will be encountered, etc.
Ability: Autonomous pilots with a very good level of mountaineering. Taking a guide who is also a paragliding instructor is highly recommended. It will help to give you every chance to be able to achieve this fantastic flight.

Landing site: all the official Mt Blanc region landing fields are accessible from Mt Blanc but the Bois du Bouchet, Passy-Marlioz & Passy-Chedde sites are recommended, as they are the easiest to access.
Specific rules: strictly forbidden (by Ministerial decree) during 1st July to 31st August.

The "Vol Mont Blanc 4807" friendly paralpinism competition takes place during the first week of September once the forbidden period is over. Competitors may be required to provide a list of previous climbs & high mountain flights. Details: Didier Daval tel. 06 61 81 28 67 or more informations on http://stgervais.vollibre.free.fr/



Mont Blanc launch

- Direction: North, East to South West but impossible in West winds.
- Altitude: 4 810m
- Vertical drop: approx 4 000m
- Access: Normal routes: via Aiguille du Midi & the 3 Mont Blancs or by Le Gouter.
  High altitude glacial mountain route "Peu Difficile +" Consult the various guide books or a mountain guide.



Hang Gliding in the Chamonix Valley

The Mont Blanc region offers superb flights for hang gliders and has beautiful landing field.
Plaine Joux take off (see page 30) / Marlioz landing (see page 32)
Chamonix Landing field:

- GPS: N 45° 55'57" E 006° 52'5"
- Altitude: 1050 m



The Bois du Bouchet Delta landing field has become increasingly technical due to the growth of the surrounding trees. The local club has recently improved the area and it is now possible for all gliders (including rigid wings) to land safely. The town council has recently invested 21000 euros to remove tree roots from the landing field and for other improvements. The landing field is accessible to all. Pilots should be aware that in the Spring & Summer, the valley wind may be strong & that the safest landing approach is the U approach with the downwind leg taking place above the main road. The local pilots generally use a drag chute that dampens the turbulence & allows a landing within the first third of the field.
During the winter months the field is used by both paragliders and hang gliders so extra care is required.

The launch areas all from ramps:

- Planpraz, 2000m, Access by gondola (special arrangement for hang gliders). The gondola is closed for renovation summer 2008.
- Grands Montets, 3295m . Access by two cablecars (contact Co du Mt Blanc for timings).
- In good conditions it is often possible to fly from Passy Plaine -Joux to Chamonix.

President of Chamonix Hang Gliding Club:
Jacques Lefarge. Tel: 04 50 55 99 30
Other local HG pilots:
06 10 63 37 50 or 06 08 18 20 36 or 06 08 01 27 34

Speed riding, snow kite, vol et ski (fly & ski)



The FFVL's existing rules apply to all of the different disciplines on ski areas (that are accessible by gravity from ski lifts). The rules also apply to all areas of off piste that are not subject to any flying / kiting agreements. It is completely inaccurate to imagine that off piste areas can be used freely – they are regulated if access has been made using the ski lifts.
The above activities are forbidden in some resorts by order of the local councils.

- Appropriate 3rd part airsports **insurance cover is obligatory.**
- **A helmet must be worn.**
- **The activities are only tolerated on certain off piste areas.**
- **All activities** (launching, skiing with the glider inflated, landing or inflations) are completely forbidden on the pistes – regardless of the pistes being open or closed
- **Pistes may be overflown** with no less than 50m altitude (AGL: the pilot must always be able to land away from the pistes).
- **Skiers have priority** and must always be given a separation of 50m .
- **Structures / Obstacles** (ski lifts, power cables etc..)
  - In flight: Minimum 50 m horizontal & vertical.
  - Skiing with glider overhead: minimum 20m horizontal & vertical.
  - Forbidden to fly under structures or obstacles.
- **Use of ski lifts:** The wing must be carried in such a way that it cannot inflate or cause any nuisance. A stuff sack or rucksack is strongly recommended.
- **Visual Flight Rules:**
  - Take off is illegal after the official sunset time.
  - Minimum visibility of 1500m
  - Illegal to fly in clouds

- **Priority rules between speed riders**
  - The pilot situated lower down the hill has priority.
  - The pilot on the right has priority.
  - Overtake on the right.
  - The pilot being overtaken has priority.



In case of any doubt regarding: authorized zones, avalanche conditions etc...please consult the ski patrol.

The development, rules and future of these disciplines are in your hands.

The lift companies & local councils have the right to forbid the above activities on any sector accessible by gravity from the ski lifts.

Your behaviour on the authorized areas of off piste in the ski resorts and the large areas of off piste will influence the future of our sports.

Please be responsible and think of how your actions may affect others.



Authorised off piste in Le Tour and Les Grands-Montets

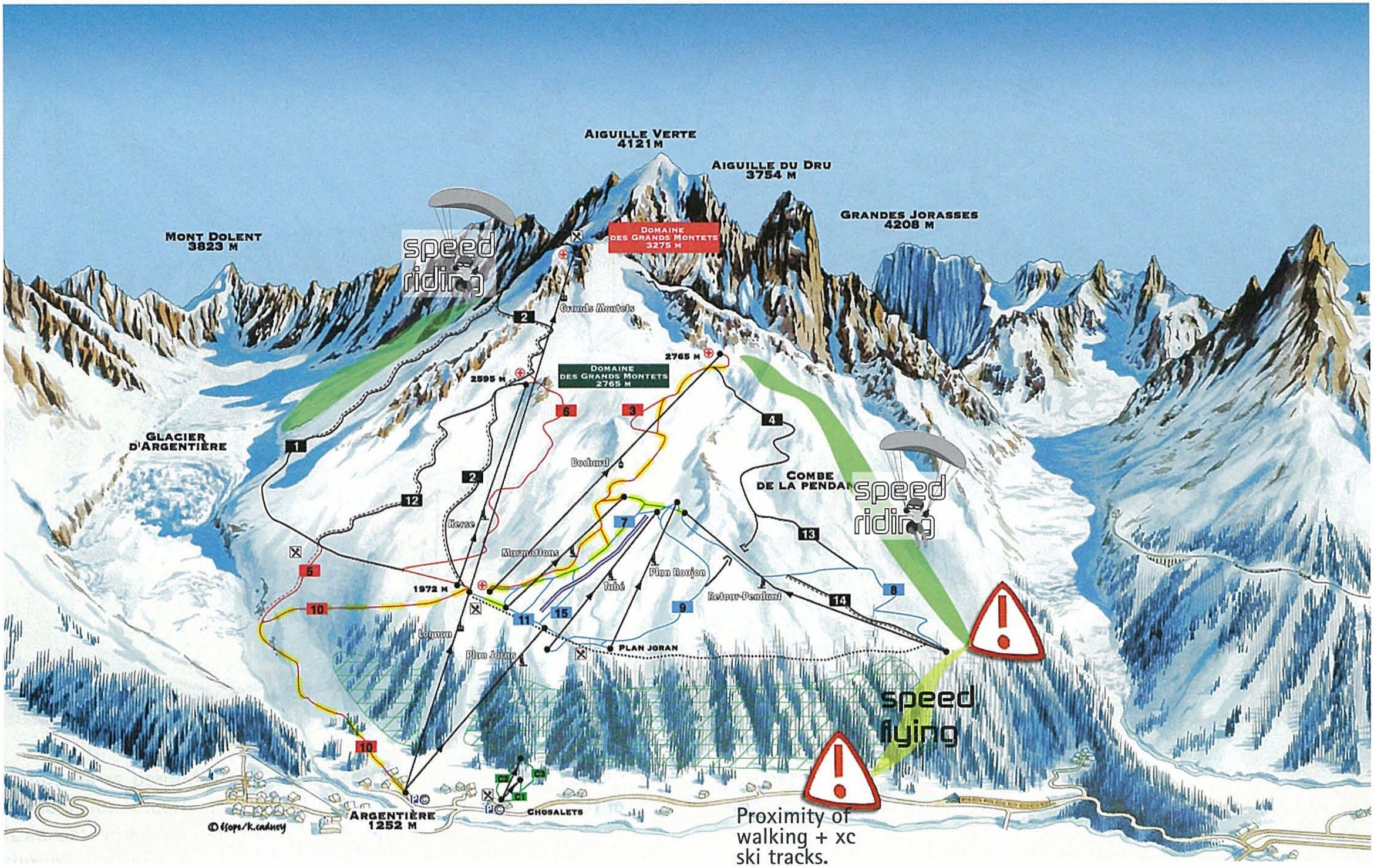
The areas of Le Tour (Domaine du Balme) & Les Grands Montets are registered with the FFVL, Compagnie du Mont Blanc & the Chamonix Town Council. The town hall of Chamonix has created a by-law that governs the use of these areas. The safety proximity distances (lifts , pistes etc) for Chamonix are greater than those stipulated by the FFVL rules. Check the information boards at the bottom of the ski areas or consult the ski patrol for information.
Ski Patrol , in case of accident: 04 50 54 04 73. (or see the last page of this booklet).

Plan of authorized off piste at Le Tour & Col du Blame.

Aerological information: FFVL remote weather station situated at Charamillon.



Plan of authorized off piste at Lognan & Les Grand Montets

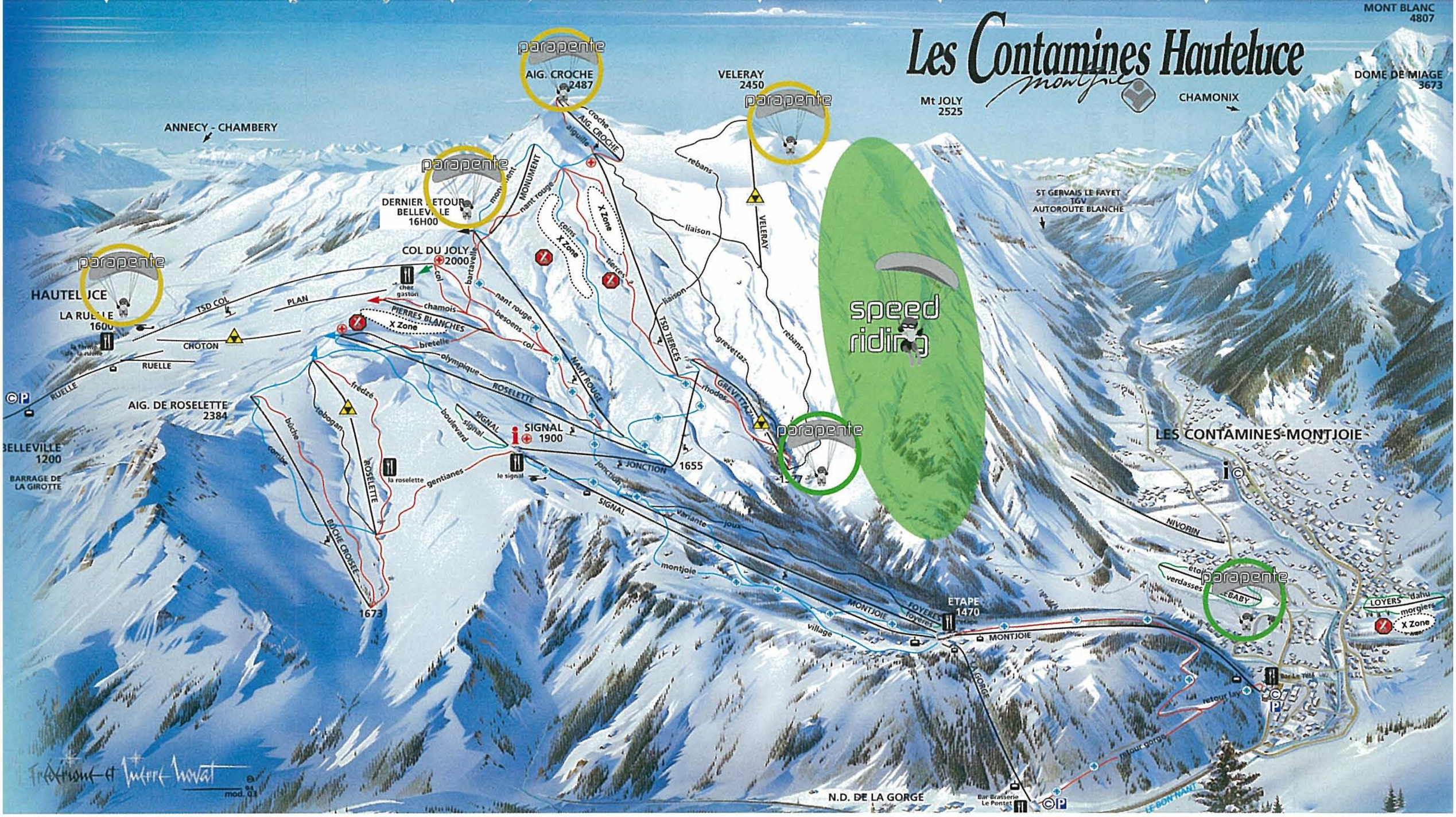


Beware : glacial terrain, for experienced pilots only.



Beginnersareas at le Tour : schod slope, firts flight, snow kite and vol & ski.

Other areas are authorised as adventure zones ; Le Brevent, Aiguille du midi, La Flegere. These sites are more technical and require a lot of experience. Consult local pilots for advise.



Speed Riding information for Les Contamines & Hauteluce

The club Joly Jumpers informs you that speed riding is forbidden by the council of Hauteluce on all areas (including all off piste) of Hauteluce. This specifically includes la montagne du Rocher (accessible by chairlift Aguille Croche).

- www.lescontamines.net/jolyjumpers/.

Speed riding is tolerated on certain sectors of les Contamines off piste (combe du Salnion) but only well away from the skilifts & pistes.

- www.joly-jumpers.org/images/photos/photo-1198251777.jpg.
- www.joly-jumpers.org/images/photos/photo-1198251738.jpg.
- www.lescontamines.net/forum-2-Do-topic-PageT-1-T-1212.html.



Speed riding information for St Nicolas de Veroce.

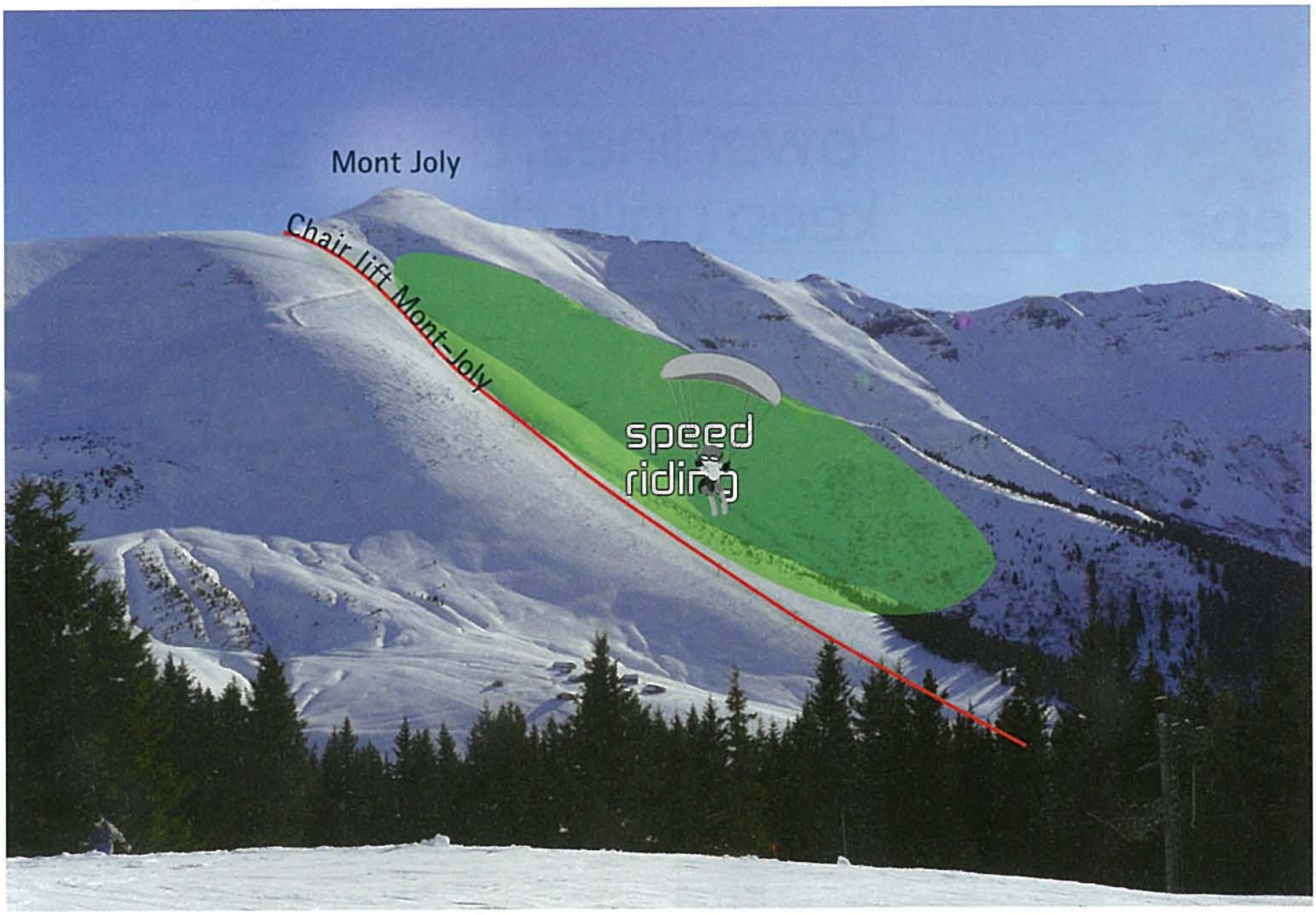
The skilifts allow an easy access to the speed riding areas. It has been essential for the local paragliding club of St Gervais to liase directly with the ski lift company to secure designated speed riding areas. **Failure to comply with the site rules will certainly entail the closure of the site for speed riding.**

Authorised zones:
The south west side of the Mt-Joly chairlift (landing above the small pine trees).
Below Mt-Joly (to the North).
Porcherey sector (landing close to the refuge).

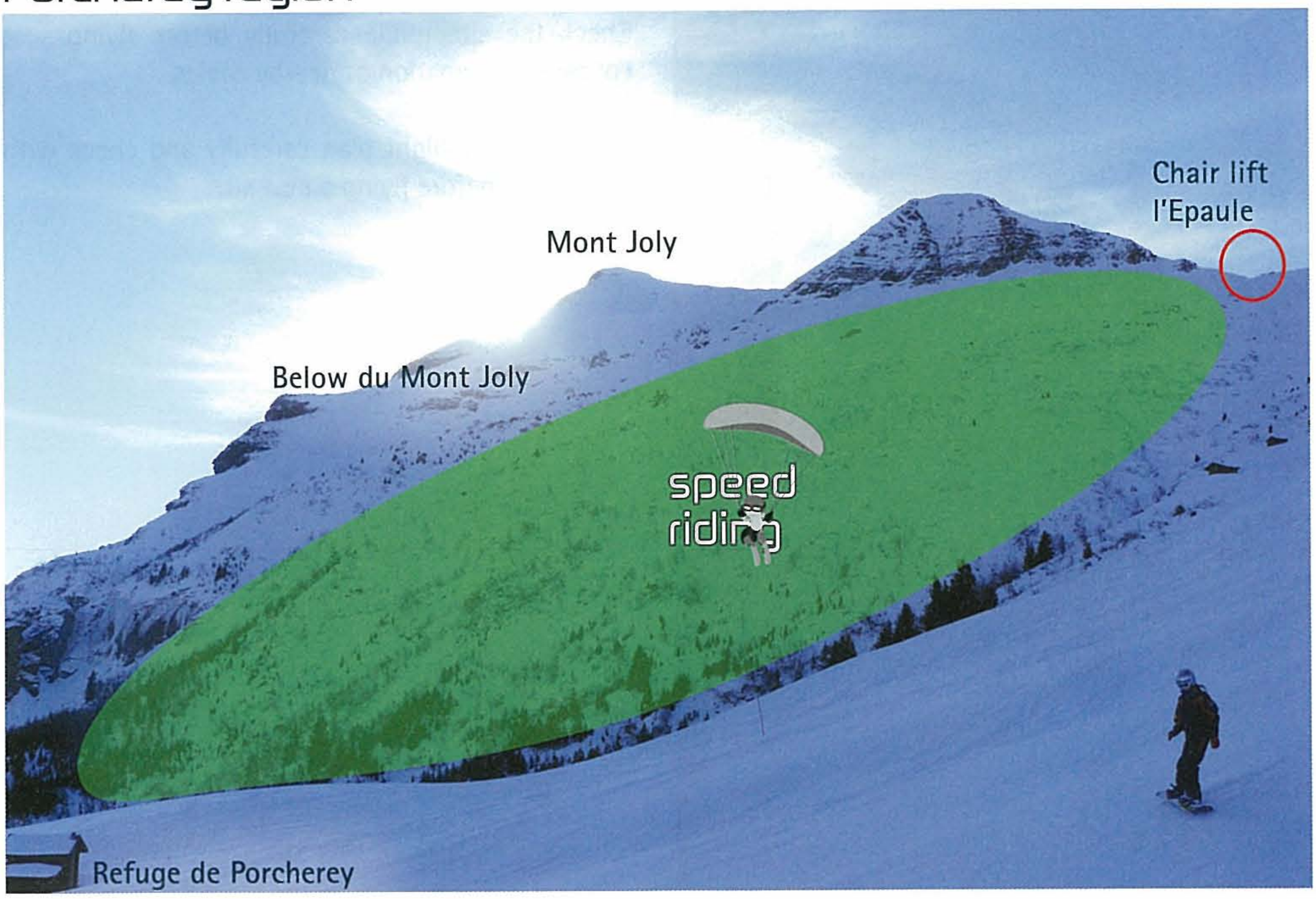
Info: www.stgervais.vollibre.free.fr
Lift Company of St-Nicolas de Veroce



Mont-Joly region



Porcherey region



Power lines, beware, keep your distance.



Safety by prevention: Electricity of France (EDF) and the electricity distribution network (RTE) continue to communicate of the dangers of power lines by partially sponsoring this sites guide.

Taken by surprise by the wind or thermals... and you come closer & closer to a power cable.

A paraglider or a kite that touches the power lines or a speeed rider that collides with a pylon; accidents do not only happen to others.

Unfavourable winds or poor piloting can bring you close to the cables or even worse, failure to have checked for the presence of cables before flying.

To fly safely – you need to follow some simple rules.

Check the site guide carefully before flying – it contains information of nearby cables.

Consider your flight plan carefully and check with local pilots before flying a new site.

Safety by prevention





Porcher advise you on the care of your wing

Porcher SPORT

The manufacturing process

It requires no less than six steps to transform a thread into a high performance cloth. In addition there are demanding quality control checks for each step.

- **The thread:** receipt of the thread: polyamide 6.6 high tenacity.
- **The preparation:** a process that creates a sheet of around 10,000 parallel threads, which are then immersed to protect them during the weaving process.
- **Weaving:** the interlacing of the threads .
- **Treatment:** washing, dying and heat bonding of the cloth.
- **Induction:** the depositing of a very fine layer of polymer so as to give the cloth non-porous and tensile stability.
- **Visual control:** a visual check of the cloth and noting of any defects.
- **Laboratory control:** testing of the essential properties of the cloth: porosity, mechanical performance & weight.

Maintenance of the cloth.

- **Usage:** avoid any unnecessary U.V. exposure. Do not drag your wing across the ground & do not walk on it. Do not leave your wing in the boot of a car exposed to strong sunlight – doing so can significantly reduce the life of a wing.
- **Folding:** do not compress the wing excessively and fold the leading edge properly. Remove any insects or other objects before packing the wing.
- **Cleaning:** lay the wing out on a clean, dry flat surface. Do not use any abrasive products or any solvents. If necessary clean the stained area with soft soap and a soft sponge.
- **Storage:** only pack your glider once it is completely dry. Stock the wing in a dry place at room temperature. Leave the bag open.

For more information:
Porcher Sport
www.porcher-sport.com



Youth in the sky

Free flying & the youth of the Mt Blanc region.
At present a sole organisation exists in the region whose aim is to develop young pilots from beginners to autonomous pilots.

Started by teachers at the Mont Blanc College in Passy, the organization is aided by the local clubs of Megeve & St Gervais without whom they would not be able to function.

The Comite Departmentale de Vol Libre aids the organization by providing further training for young pilots from the various clubs of the region.

A long term approach allowing a gradual & thorough formation, both theoretical & practical where the principal concern is safety.

The objective is to develop young pilots capable of succeeding in competitions of their level (French Academic Championships) but above all else to develop sportsmen who will upon becoming adult be able to practice their sport in an enlightened & responsible manner.

The long term goal is to create a Departmental paragliding training centre where the students are able to integrate their flying studies alongside their conventional studies with dispensations being given as is already the case for other sporting disciplines.

Information:
Bernard Blandin, Tel. 06 82 01 68 40
Hélène Maury & Menoni, Tel. 06 11 68 10 86



Practical information



MONT-BLANC REGION CLUBS

• Les Gratte-Ciel - Chamonix
Tel: 06 74 59 08 74 .
info@lesgratteciel.org.
www.lesgratteciel.org.

• Saint-Gervais Mont-Blanc - Vol Libre
http://stgervais.vollibre.free.fr/.

• Mont-Blanc Vol Libre - Passy
Answerphone tel no for outings:
06 77 12 45 15 ou 06 70 58 22 89 Michael Nizzia.
mbvl.passy@free.fr.
www.cmbvl.net.

• Club de sports de Megève - Section vol libre
Tel: 04 50 21 31 50.
www.csportmegeve.com/ section sportive parapente.
info@csportsmegeve.com.
www.suspente.free.fr.

• Vol libre du Val d'Arly - Praz-sur-Arly
Tel: 06 03 28 80 23 - Fax 04 50 78 33 11

• Club des Joly Jumpers - Les Contamines
Tel: 04 50 47 01 98 (office).
Tel: 06 84 05 67 27 (president) .
www.joly-jumpers.org

• Section Delta du club des sports de Chamonix
Tel: 04 50 55 99 30 (president).
Local pilots for more information:
06 10 63 37 50 ou 06 08 18 20 36
ou 06 08 01 27 34.

FRENCH PARAGLIDING SCHOOLS
F.F.V.L. registered

• Ailes du Mont-Blanc, Chamonix
Paragliding, speed riding, snow kite.
Tel: 04 50 53 96 72 ou 06 20 46 55 57.
info@lesailesdumontblanc.com.
www.lesailesdumontblanc.com.



• Aérofiz Parapente Mont-Blanc, Passy & Plaine Joux
Paragliding - Tel: 04 50 58 87 21 ou 06 07 13 59 31.
info@aerofiz.com.
www.aerofiz.com.

• Centre école parapente du Mont-Blanc, Passy & Plaine Joux
Paragliding, speed riding.
Tel: 04 50 34 77 37.
cepmontblanc@gmail.com.
www.cepmontblanc.com.

• Summits Parapente, Chamonix
Paragliding, vol & ski - Tel: 04 50 53 50 14.
summits@summits.fr.
www.summits.fr.

• Olca fly, Les Houches
Paragliding. Instructors trained to work with disabled pilots or passengers.
Tel: 06 98 31 79 37 ou 06 18 48 39 83.
olca.fly@hotmail.fr. - www.olcafly.com.

• Chamonix parapente
Paragliding,
Tel: 04 50 53 04 99 ou 06 61 84 61 50.
frv@chamonix-parapente.fr.
www.chamonix-parapente.fr.



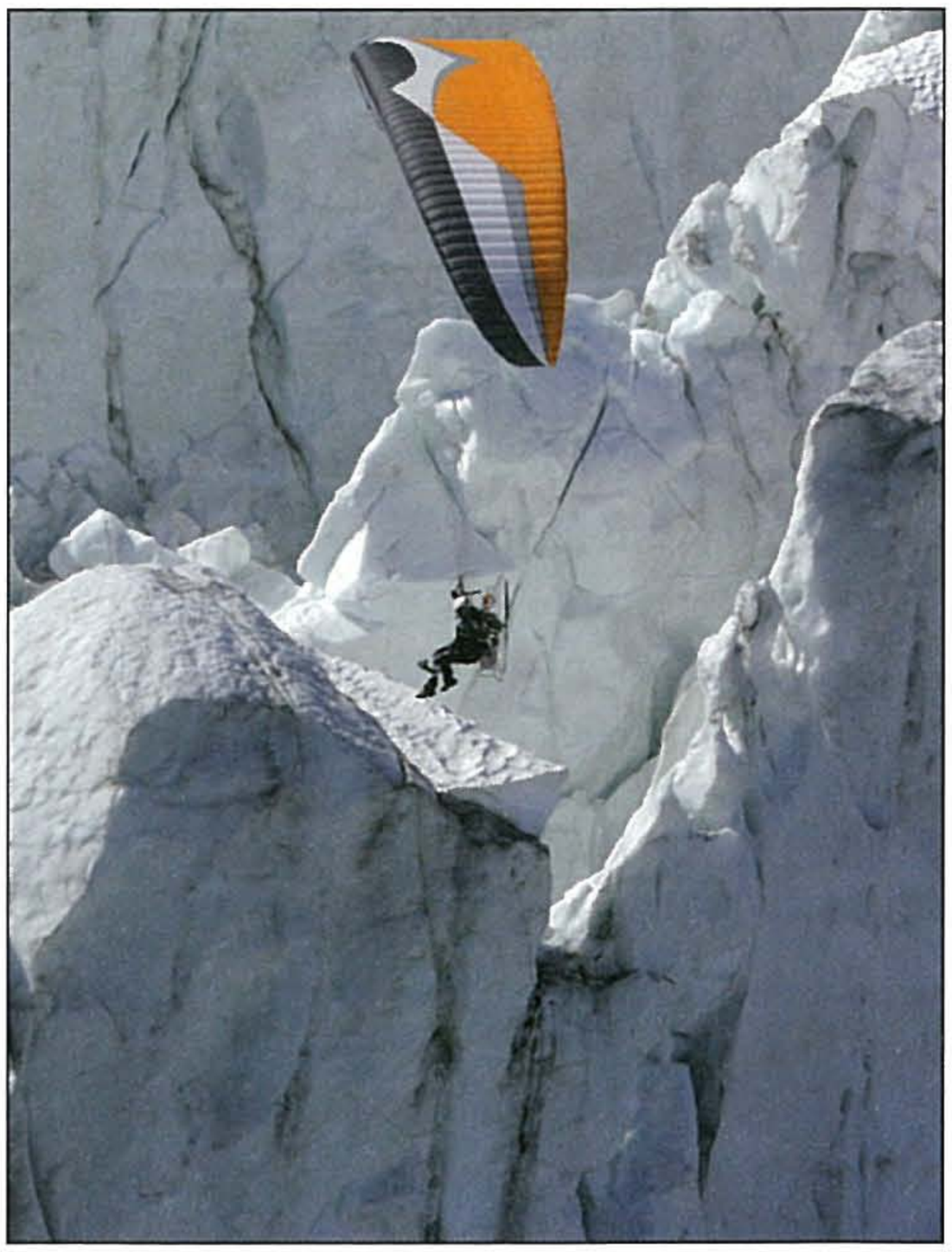
Practical information

FREE FLIGHT INFORMATIONS AT REGION AND NATIONAL LEVEL

• Fédération française de vol libre
4, rue de Suisse - 06000 Nice.
Tel: 04 97 03 82 82.
www.ffvl.fr.

• Ligue Rhône-Alpes de vol libre
135, rue du Mâconnais - 73000 Chambéry-Le-Haut
Tel: 04 79 71 94 75.
lravl@wanadoo.fr.
http://lravl.free.fr.

• Comité départemental de vol libre de Haute-Savoie.
Maison des sports - Tel: 04 50 67 41 73.
97, bis avenue de Genève - 74000 Annecy.



• Météo-France
134 avenue de Courmayeur – Chamonix
Local & mountain information:
Tel: 08 92 68 02 74 ou 3250.
Flying weather, Tel: 08 92 68 10 14.
www.meteofrance.com: Aviation
Free access to aerological information for all FFVL members who have requested the access code.
www.ffvl.fr

• FFVL remote weather stations
www.balisemeteo.com.
or wap.balisemeteo.com
or automated phone service 04 56 38 60 80
or locally on FFVL radio frequency: 143 987,5

• Espace météo site
Maison de la montagne - Tel: 04 50 53 22 08.
meteosite@chamonix.com.

• Office de haute montagne
Maison de la montagne - 74400 Chamonix.
Tel: 04 50 53 22 08 - Fax 04 50 53 27 74.
www.ohm-chamonix.com.

• SNCF (French railways)
Ligne Saint-Gervais - Vallorcine,
Argentière Station, Tel: 04 50 54 00 28
Chamonix Station, place de la Gare,
www.trainstouristiques-ter.com.
Allo TER: 08 91 67 68 00 (0.22 €/min.)
Mon – Sat: 7 AM to 19 PM.

• Porcher Sport
Tel: 04 74 82 25 23.
sport@porcher-ind.com.
www.porcher-sport.com.

Practical information





• Compagnie du Mont-Blanc
Tel: 04 50 53 22 75.
sales@compagniedumontblanc.com
www.compagniedumontblanc.com.
Summer only: 1 – 5 day paragliding lift pass available. Restricted to certain lifts. Details at lift stations or lift company website.

• Megeve ski lift company
Tel: 04 50 21 38 39.
contact@skiamegeve.com.
www.skiamegeve.com.

• Les Contamines & Hauteluce ski lift company
Tel: 04 50 470 205.
info@lescontamines.net.
http://www.lescontamines.net/.

• STBMA & SEMJ
St Gervais & St Nicolas de Veroce ski lift company
Tel: 04 50 93 11 87 - Tel: 04 50 93 20 14.
info@stbma.fr ou semj@wanadoo.fr.
http://www.stbma.fr/.

• Chamonix tourist office
85, place du Triangle-de-l'Amitié.
Tel: 04 50 53 00 24 - Fax 04 50 53 58 90.
info@chamonix.com.
www.chamonix.com.
webcam.
Reservation centre
Tel: 04 50 53 23 33 - Fax 04 50 53 87 42
reservation@chamonix.com.
http://reservation.chamonix.com.

• Les Houches & Servoz tourist office
BP 9 - 74310 Les Houches.
Tel: 04 50 55 50 62 - Fax 04 50 55 53 16.
info@leshouches.com www.leshouches.com.
Reservation centre
Tel: 04 50 55 50 62 - Fax 04 50 55 53 16.
reservation@leshouches.com.
www.leshouches.com.

• Passy tourist office
35, place du Dr Joly, 74190 Passy.
Tel: 04 50 58 80 52.
Fax 04 50 93 83 74.
info@passy-mont-blanc.com.
www.passy-mont-blanc.com.
Reservation centre
Tel: 04 50 58 80 82 - Fax 04 50 93 83 74.
www.passy-mont-blanc.com
webcam sur ce site.

• Saint-Gervais tourist office
Maison de Saint-Gervais
43 rue du Mont-Blanc, 74170 Saint-Gervais
Tel: 04 50 47 76 08.
welcome@st-gervais.net www.st-gervais.net.
Reservation centre
www.st-gervais.net.
réservation@st-gervais.net.
Tel: 04 50 47 76 08.

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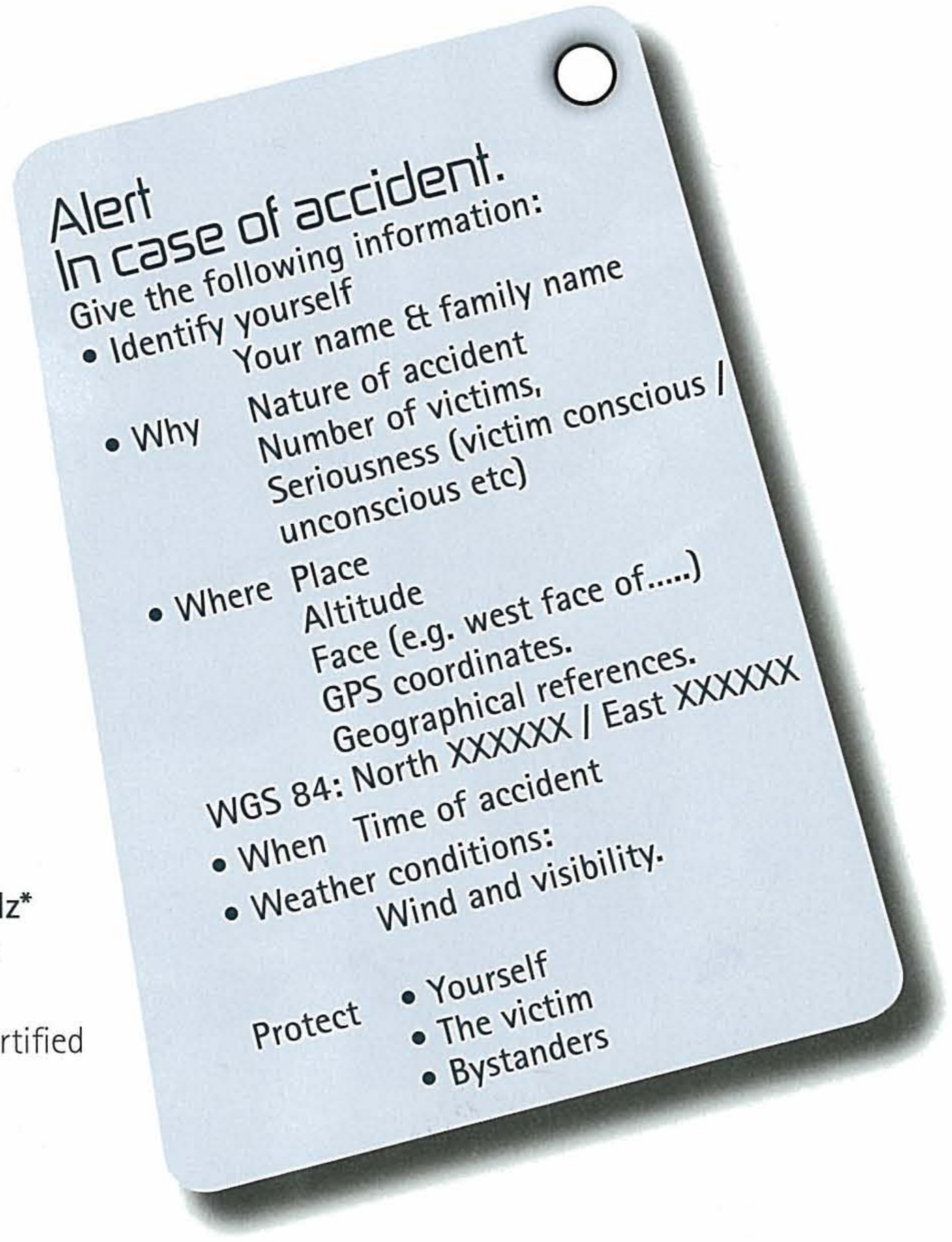
And all the volunteers who have worked on this project.

All the partners who have offered their support.

Pictures:
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s.o.s. emergency services



To give or send an emergency call:
France: 112
Italy Aosta Valley: 118
Switzerland Valais region: 144
Chamonix Mountain rescue
(PGHM): Tel: 04 50 53 16 89
FFVL frequency: 143 987,5 MHz
Emergency radio channel: 161 300 MHz*
Mont Blanc region rescue frequency:
154 462,5 MHz*
* Relay stations can only be activated with certified radios.

Advice by the mountain rescue in case of helicopter rescue:

- Clear the area (ground & in the air) of all paragliders. Stop launching other paragliders.
- Protect the area from the downdraft of the helicopter (pack & clear wings, prevent emergency parachutes from opening, secure rucksacks, helmets, windsocks etc).
- Select a helicopter landing zone of at least 30m radius & at least 50m from the victim.
- The person who will guide the helicopter must wear eye protection & a helmet. He must keep both arms raised in a V position, with his back to the wind and crouched down.
- Forewarn the mountain rescue personnel if the victim's harness has a parachute.

Accident prevention & limitation:

- To aide the rescue services equip yourself with: GPS, automatic karabiners, 25m of suspension line (to bring up a rope in case of a tree landing).
- To reduce the consequences of an accident: fly with passive protection: back protection, boots with ankle support, a certified full-face helmet, an emergency parachute...

This advice is also available at: www.ohm-chamonix.com

LIGUE
RHONE-ALPES
de VOL LIBRE

C.D.V.L. 74