



CANFRANC

PIRINEOS

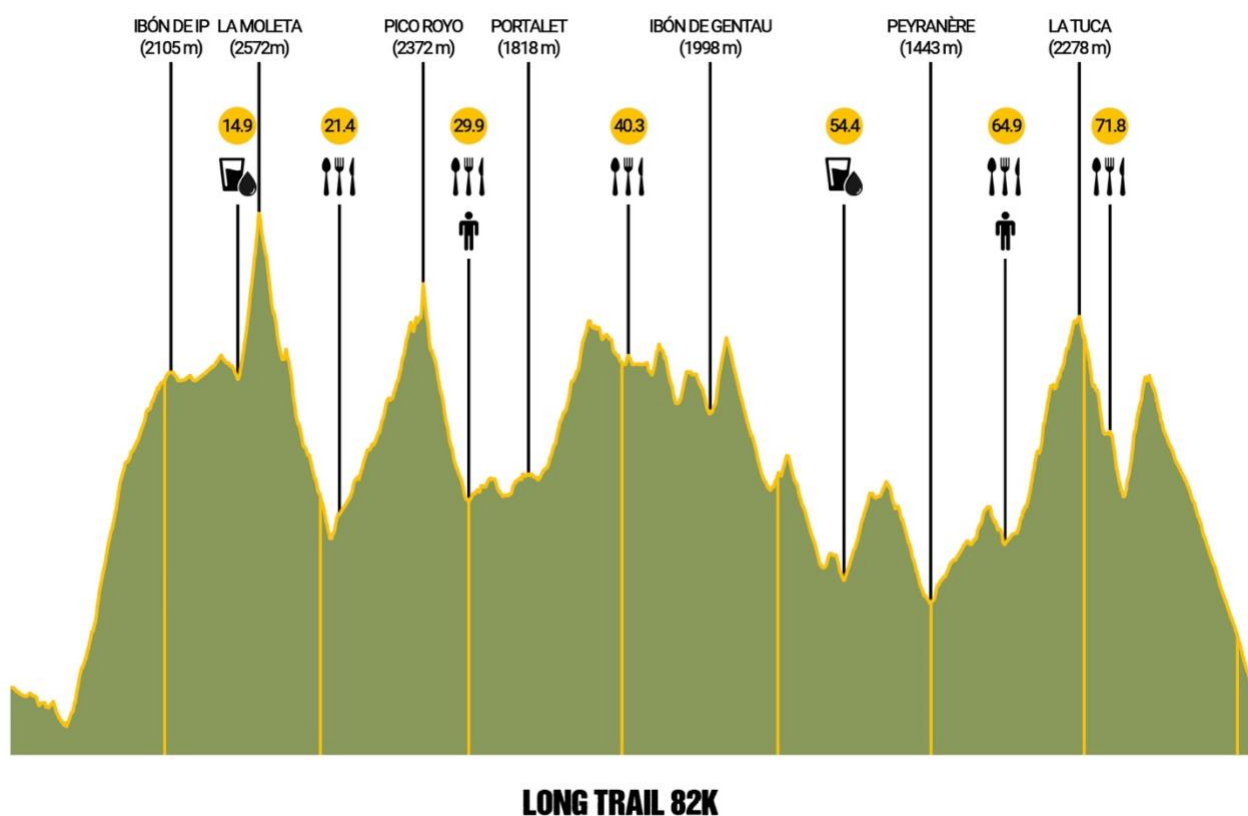
ROAD BOOK

LONG TRAIL 82K



► PROFILE AND DATA LONG TRAIL 82K

It will be the “mother of all races”, the hardest and most demanding of all those to be held during the WMTRC2025. There are many milestones of this high-flying ‘Ultra’: the runners will have to limb La Moleta; go down to the Izas Valley and climb the homonymous ass afterwards; pass through the Royo peak, Fomigal and Canal Roya, cross into France and the Pyrenees National Park (more than 25 kilometers will run through the French Pyrenees). They will enjoy one of the most breathtaking Pyrenean areas: the Ibones de Ayous, and will return downhill at full speed towards Canfranc Statin from the Collado Estiviellas.



Distance: 81.200 kilometers

Positive Slope: 5.413 meters

Negative Slope: 5.413 meters

SECTOR 1

► CANFRANC ESTACIÓN (start) / IBÓN DE IP

SECTION DATA: 10.3 km, 1,025 m positive, 159 m negative
CUMULATIVE DATA: 10.3 km, 1,025 m positive, 159 m negative

Medium/High Difficulty. Most of the route is marked with GR and PR trail signs, in addition to the race markings provided by the organization (red flags with the race name and pink ribbons).

The first 1,600 meters of the LongTrail 82K follow the national road toward Jaca, continuing until just past the Ip Tunnel. This section will be monitored by both the Civil Guard (who will close the road to traffic) and the race organizers. At that point, we turn left and begin descending a set of stairs that will take us to the base of the dam.

We then cross the Aragón River via a bridge, and after turning right, we follow the trail for several kilometers. The route leads through various forested areas and, after a series of ups and downs, we reach the Ip Ravine. This is also crossed via a small bridge, and we continue heading south. About 500 meters past the ravine, we reach a track where we turn left to begin the ascent to Ibón de Ip (water point).

The marked trail follows an old path that climbs gently through the forest in a series of switchbacks. We gradually gain elevation until we reach an open grassy area, where we cross several old snow avalanche channels—none of which present any difficulty.

Upon reaching the upper edge of the forest, we'll have a full view of the Ip Cirque. We then cross the Obispo Channel and continue on, with most of the elevation gain already behind us. From this point, we pass an old cattle shelter and gradually enter the valley.

Just before reaching the Ibón, the trail arrives at a white building, which we leave to our left. We then follow a short stretch of track and the race markings until we reach the Ibón de Ip dam, which we cross. At the end of the dam, we arrive at the aid station.

Checkpoint 1 – Pista de la Solana
Estimated time of first runner: 07:20
Estimated time of last runner: 7:30

Checkpoint 2 – Ibón de Ip

Estimated time of first runner: 08:10

Estimated time of last runner 08:45

**SAFETY WARNINGS FOR THIS SECTION!**

Danger Location	Precautionary Measures
From the start to Ibón de Ip	Section without any significant parts to highlight. Only general mountain safety measures need to be observed.

**SECTOR PROFILE AND MAPS**





SECTOR 2

► IBÓN DE IP / PICO LA MOLETA

SECTION DATA: 5,3 km., 558 m positive, 90 m negative
CUMULATIVE DATA: 15.6 km, 1,583 m positive, 249 m negative

■ Medium/High difficulty. Almost the entire section is marked with PR trail signs in addition to the race markings provided by the organization (red flags with the race name and pink ribbons).

From the aid station, we will start on an old track and soon take the right fork to quickly reach a balancing chimney of the hydroelectric plant, where we will continue west along the track. This is a fairly runnable stretch of just over 4 kilometers where we'll need to stay very alert.

When we get a view of Canfranc-Estación, we will turn right and follow a fairly wide path until just before leaving the forest, where we'll see La Moleta Peak, our destination. At this point, a more or less straight ascent begins off-trail toward the summit. Extreme caution is required, as the terrain is quite unstable. The climb is continuous, and we will ascend this section via a comfortable chimney to our right that will take us to the summit.

Checkpoint 3 – Pista del Carretón

Estimated time of first runner: 08:30

Estimated time of last runner: 09:10

Checkpoint 4 – Pico de la Moleta

Estimated time of first runner: 09:00

Estimated time of last runner: 10:00

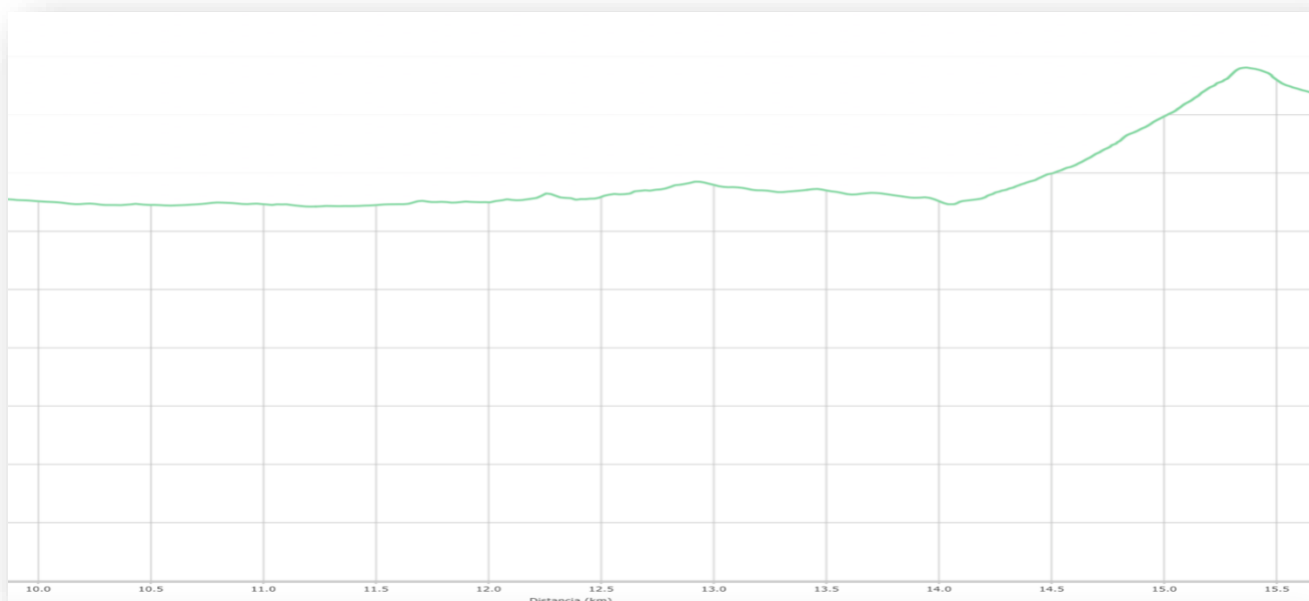


SAFETY WARNINGS FOR THIS SECTION!

Danger Location	Precautionary Measures
N 42°44.405, W 0° 29.262	The ascent to La Moleta must be done exactly via the marked gully. There is a climb with a risk of falling from height and the possibility of falling rocks. Strictly follow the markings. Exercise extreme caution and attention. Maintain a safe distance of 2–3 meters. Step carefully to avoid dislodging rocks downhill. Be alert for potential rockfalls coming from above. Move aside from the expected path of falling rocks. Shout "Rock!" if you dislodge a medium-sized rock that falls uncontrollably. Pass one at a time. Overtaking is prohibited.



SECTOR PROFILE AND MAPS







SECTOR 3

► PICO DE LA MOLETA / CASCADA DE LAS NEGRAS

SECTION DATA: 5,4 km., 97 m positive, 952 m negative
CUMULATIVE DATA: 21,0 km, 1.680 m positive, 1.201 m negative

Medium/High difficulty. Almost the entire section is marked with PR trail signs in addition to the race markings provided by the organization (red flags with the race name and pink ribbons).

Once we reach the summit of La Moleta (2,572 m), we will begin a steep and technical descent. This starts on the north side of the summit and leads to the north col of the peak, then quickly loses elevation along a marked path on the scree slope. This descent will take us toward the Ibón de Iserias, and after skirting it, we'll take a comfortable PR trail that, through many switchbacks, leads to the area of the Las Negras waterfall.

From this point, we turn east and begin crossing the Izas Valley. We will gradually ascend until, after just 500 meters, we reach the aid station.

Checkpoint 4 – Pico de la Moleta

Estimated time of first runner: 09:00

Estimated time of last runner: 10:00

Checkpoint 5 – Cascada de las Negras

Estimated time of first runner: 09:30

Estimated time of last runner: 11:00

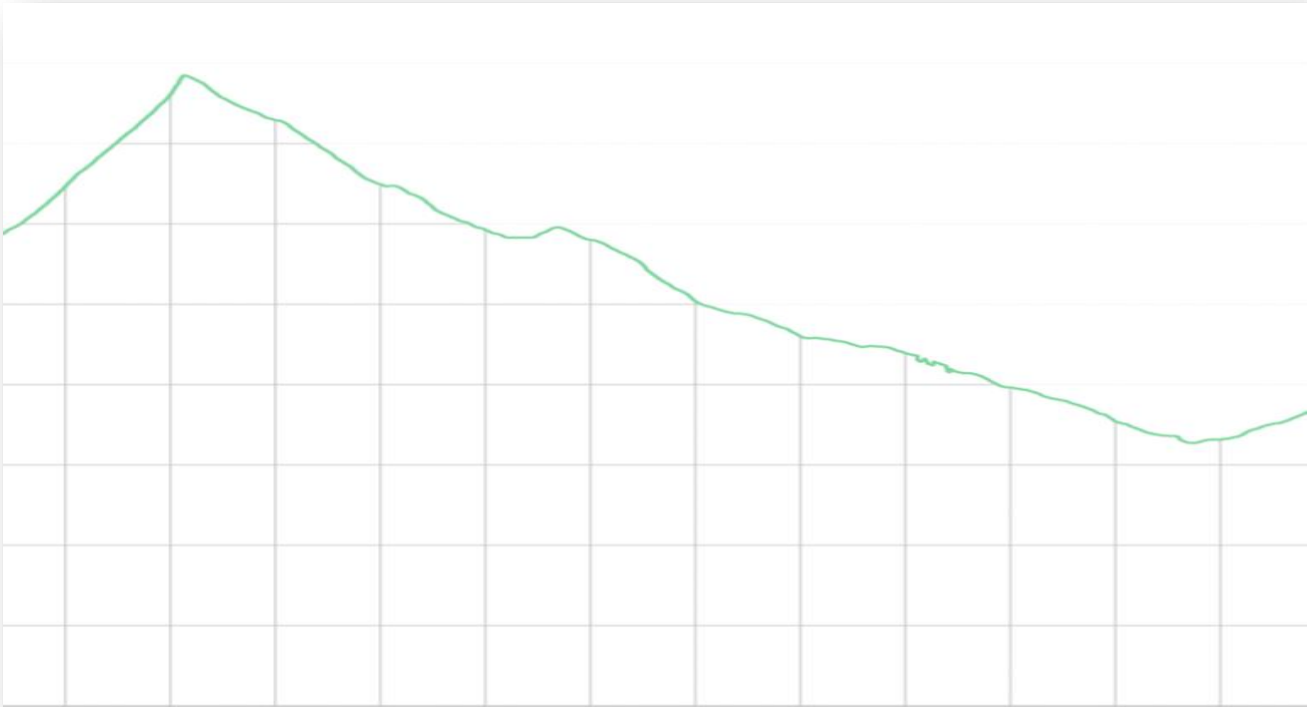


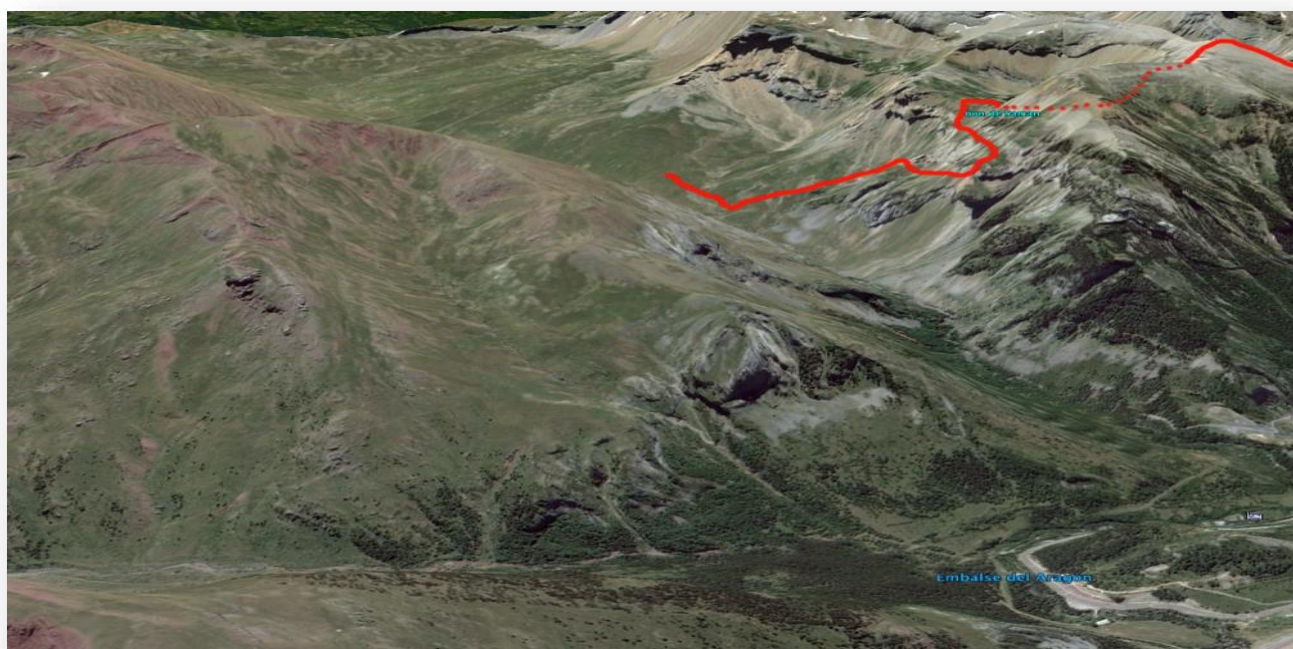
SAFETY WARNINGS FOR THIS SECTION!

Danger Location	Precautionary Measures
N 42°45.068, W 0° 28.860	Narrow passage, about 3 metres long, on possibly wet rock. Risk of falling down a slide more than 10 metres high. Use extreme caution and care, especially if the rock is wet. Follow the path closest to the slope. Pass one at a time. No overtaking.



SECTOR PROFILE AND MAPS









SECTOR 4

► CASCADA DE LAS NEGRAS / PARKING DE ANAYET

SECTION DATA: 8,3 km., 691 m positive, 655 m negative
CUMULATIVE DATA: 29,3km, 2371 m positive, 1856 m negative

Medium/High difficulty. The markings in this area are made with reflective flags so that runners can stay oriented at all times until reaching the Life Base (red flags with the race name and pink ribbons).

Starting from the Las Negras waterfall, we will take the old route of the GR11 along the valley floor. At first, the terrain is quite flat until we cross the ravine at the point marked by the organization, where the ascent to the Collado de Izas begins. Initially, we follow a well-marked area until reaching the ruins of an old shepherd's hut, where the path starts to fade and the climb to the col begins, following both the GR markings and those of the organization.

Once there, we turn left to take the ridge that separates the Izas Valley from Formigal, heading toward Pico Royo. At its base, we cross an "easy" scree slope to reach the base of the peak's western gully. Here we will ascend always along its right side until reaching the highest point, where we get a view of a new valley.

Now we start the descent, first through a grassy area and then along the remains of an old trail toward Ibón de Lapazuso. We will skirt it on the right side and continue descending until reaching the ski slopes of the Formigal resort. We finish the descent following these slopes until arriving at the Life Base.

Checkpoint 5 – Cascada de las Negras

Estimated time of first runner: 09:30

Estimated time of last runner: 11:00

Checkpoint 6 – Anayet Parking

Estimated time of first runner: 10:15

Checkpoint closing time: 13:00

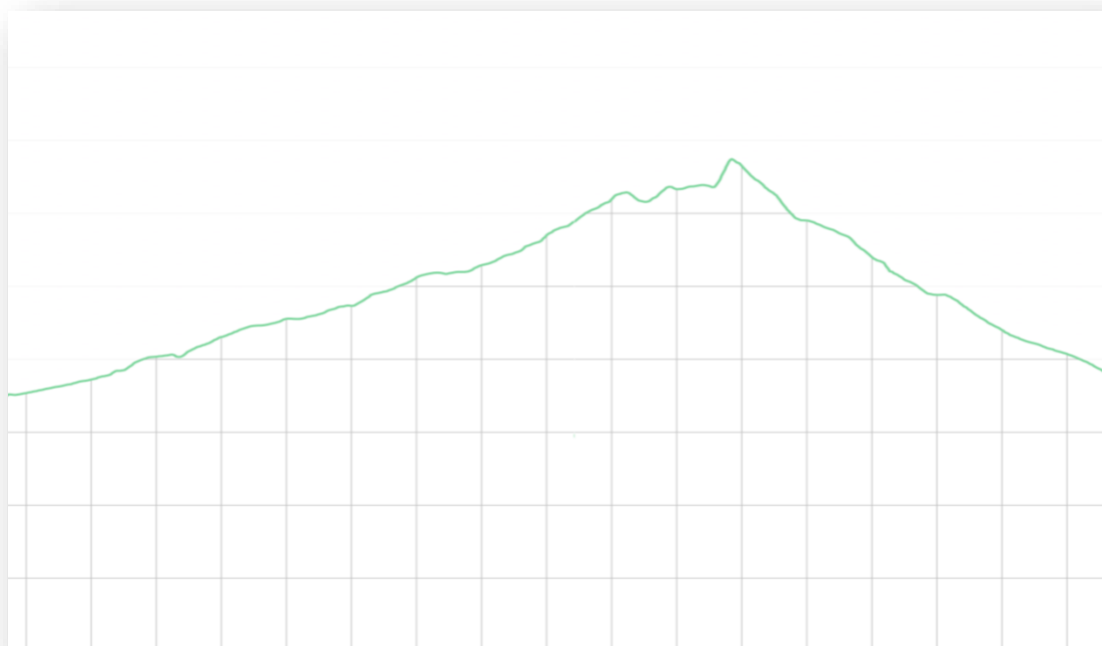


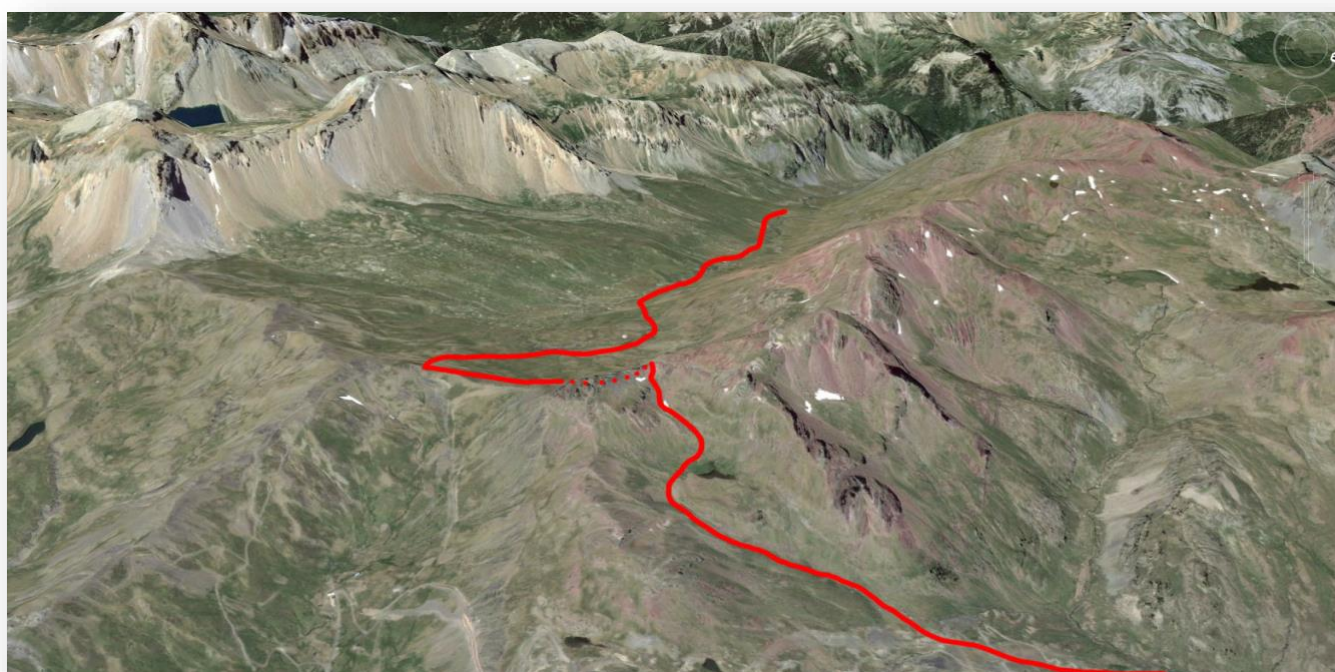
SAFETY WARNINGS FOR THIS SECTION!

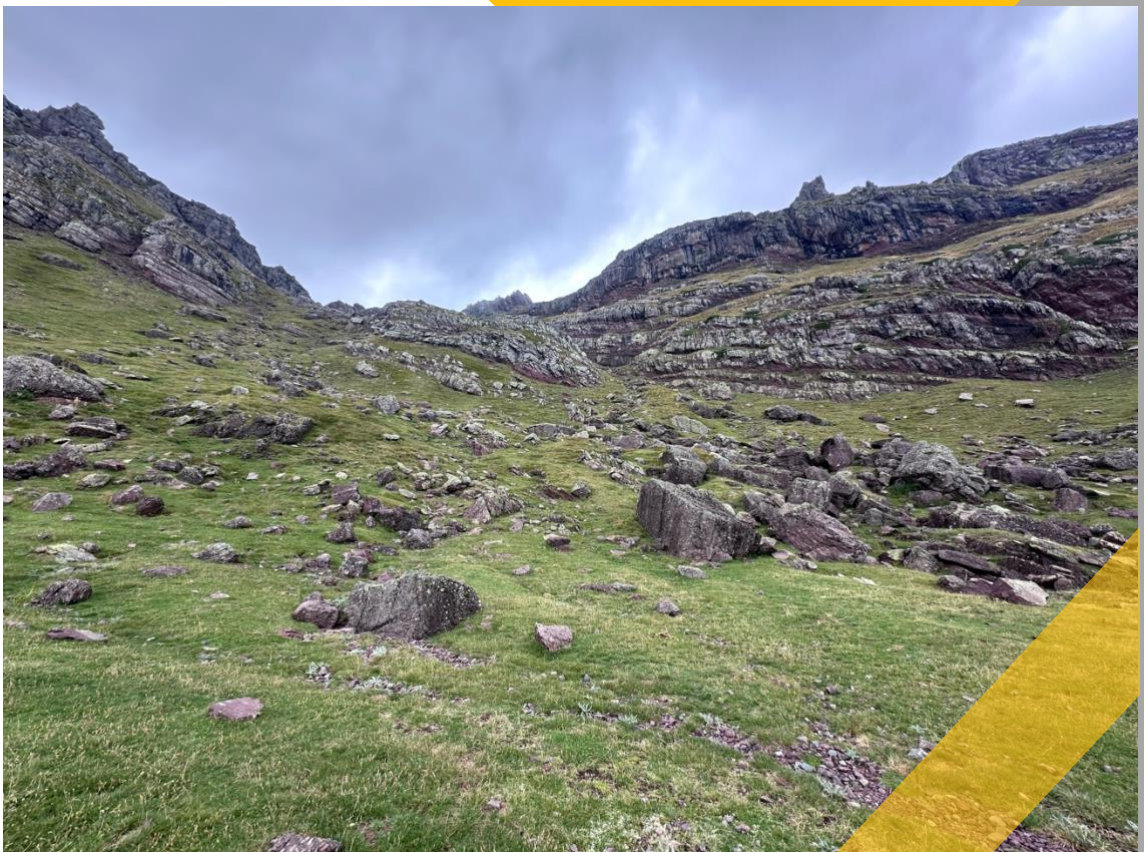
Danger Location	Precautionary Measures
N 42°45' 37,58, W 0° 25. 20,65 Canal Pico Royo	Risk of being hit by falling rocks from above. Steep gully with loose stones. The steepest section of the gully should be climbed as close as possible to the right-hand wall, which will help protect us by using the curves of the wall. Exercise extreme caution and attention, especially if there are other runners below. Maintain a safe distance of 2–3 meters from the runner in front. Step carefully to avoid dislodging rocks downhill. Stay alert for possible rockfalls coming from above. Move aside from the expected trajectory of any falling rocks. Shout "Rock!" if you dislodge a medium-sized rock that falls uncontrollably.



SECTOR PROFILE AND MAPS







SECTOR 5

► FORMIGAL / IBÓN DE TRUCHAS

SECTION DATA: 13 km., 867 m positive, 477 m negative
CUMULATIVE DATA: 42,3km., 3.238 m positive, 2.333 m negative

Medium/High difficulty. The markings in this area are made with flags. From the Life Base, or Assisted Aid Station, in Formigal, at the Anayet Parking lot, we will head west along the GR11 towards the Ibones de Anayet. This path, well-traveled and easy to follow, will lead us uphill to the 2000-meter contour, where we will turn right onto a faint trail heading north toward the col that separates Pico Espelunciecha and Punta de la Garganta. There, we will slightly turn west again to take another path leading to the Collado de Espelunciecha.

From this col, we will skirt Pico Espelunciecha on the west side and enter a fairly flat area that takes us toward the usually dry Ibón del Puerto, from where we will face an easy and comfortable ascent through a small hanging valley to reach the base of Pico de Peña Blanca. At this point, we will face a steep climb leading to the western col of this peak, where we will reach the ridge—the natural divide between the Valle de Aneu and the Canal Roya.

Once here, we will follow the ridge northwest, linking the peaks of Canal Roya, Punta Bagüer, and Malacara. Although this section is not excessively technical, we must stay attentive to the terrain and trail markers, making it important to follow them and pay close attention to the volunteers' instructions.

Once at Pico Malacara, our descent begins toward the Collado de Astún, where we will take the path that quickly leads us to Ibón de Truchas and, after a short climb, to the Truchas Aid Station, at kilometer 40 of the route.

Checkpoint 6 – Anayet Parking

Estimated time of first runner: 10:15

Checkpoint closing time: 13:00

Checkpoint 7 – Ibón de Truchas

Estimated time of first runner: 11:30

Estimated time of last runner: 15:00

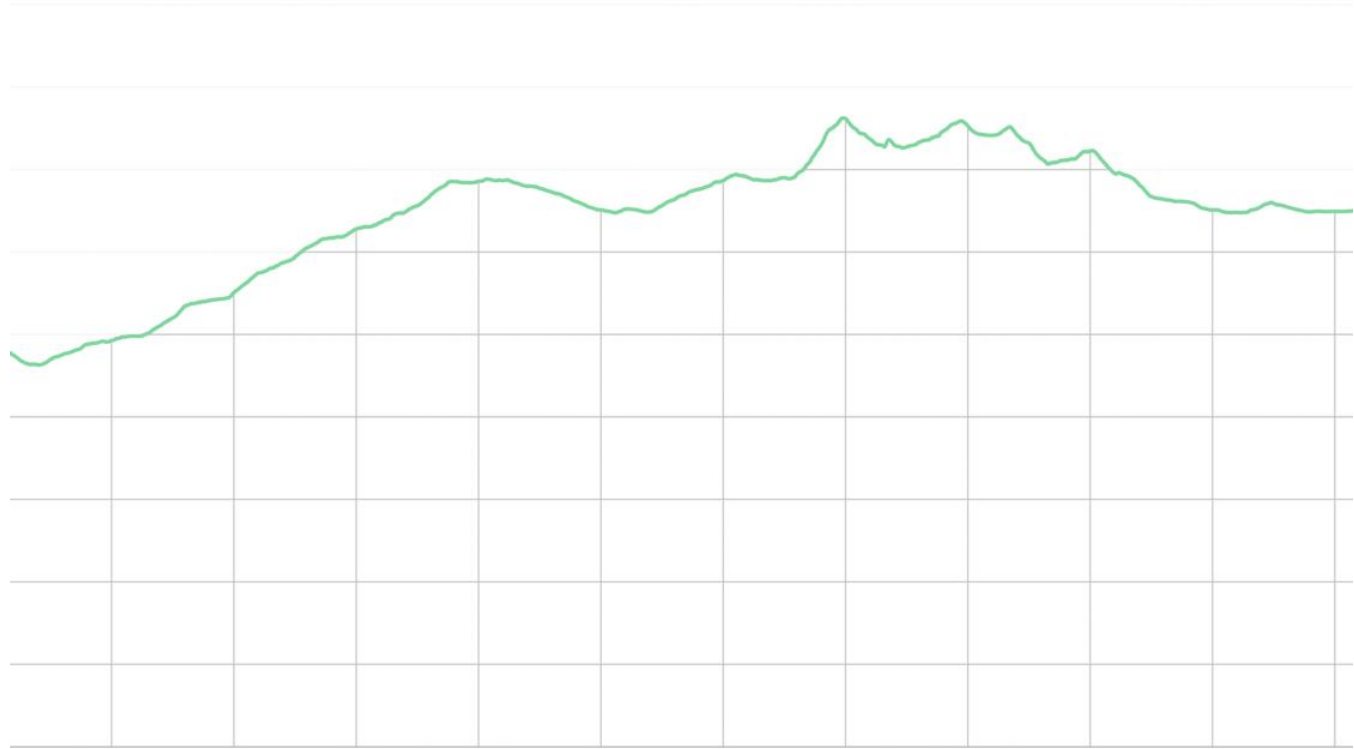


SAFETY WARNINGS FOR THIS SECTION!

Danger Location	Precautionary Measures
From the start to Formigal – Ibón de Truchas	Section without any significant parts to highlight. Only general mountain safety measures need to be observed.



SECTOR PROFILE AND MAPS







SECTOR 6

► IBÓN DE TRUCHAS / CABAÑAS DE LARRI

SECTION DATA: 6,3 km., 393 m positive, 786 m negative
CUMULATIVE DATA: 48,6 km, 3.631 m positive, 3.119 m negative

Medium difficulty. The markings in this area are made with flags. From the Truchas Aid Station, located roughly at the halfway point of the race, we take a track that, after just over 1 kilometer, leads us to the Ibón de Escalar. At this point, we follow a path that initially descends but soon begins to climb northward toward the Collado de los Monjes.

From here, the route enters the Pyrenees National Park in France—an area of high ecological value and a very delicate ecosystem. From this point on, it is extremely important to protect the environment and respect the natural surroundings. Stay on the marked trail and follow the instructions of volunteers or race marshals along the route.

From the Collado de los Monjes, we begin a short descent toward the Ibón de Casterau, but just before reaching it, we turn left and, after a brief climb, arrive at Ibón de Bersau. This marks the beginning of the Ayous Lakes area, one of the most beautiful and most visited spots in the entire Pyrenees.

After leaving Bersau behind, we begin descending again toward Ibón de Gentau, which we will skirt on its western side, passing by the Ayous Refuge (where water is available from the fountain at the entrance). From there, we take on another short climb toward the Collado de Ayous.

From this point, we begin a fast descent, first along the GR10 trail and then turning right at the first col we cross—where the Larri Valley begins. We'll follow several switchbacks (cutting corners or leaving the trail is not allowed) until we reach the Larri Huts, where there is also a fountain with drinkable water.

Checkpoint 7 – Ibón de Truchas

Estimated time of first runner: 11:30

Estimated time of last runner: 15:00

Checkpoint 8 – Cabañas de Larri

Estimated time of first runner: 12:30

Estimated time of last runner: 16:15



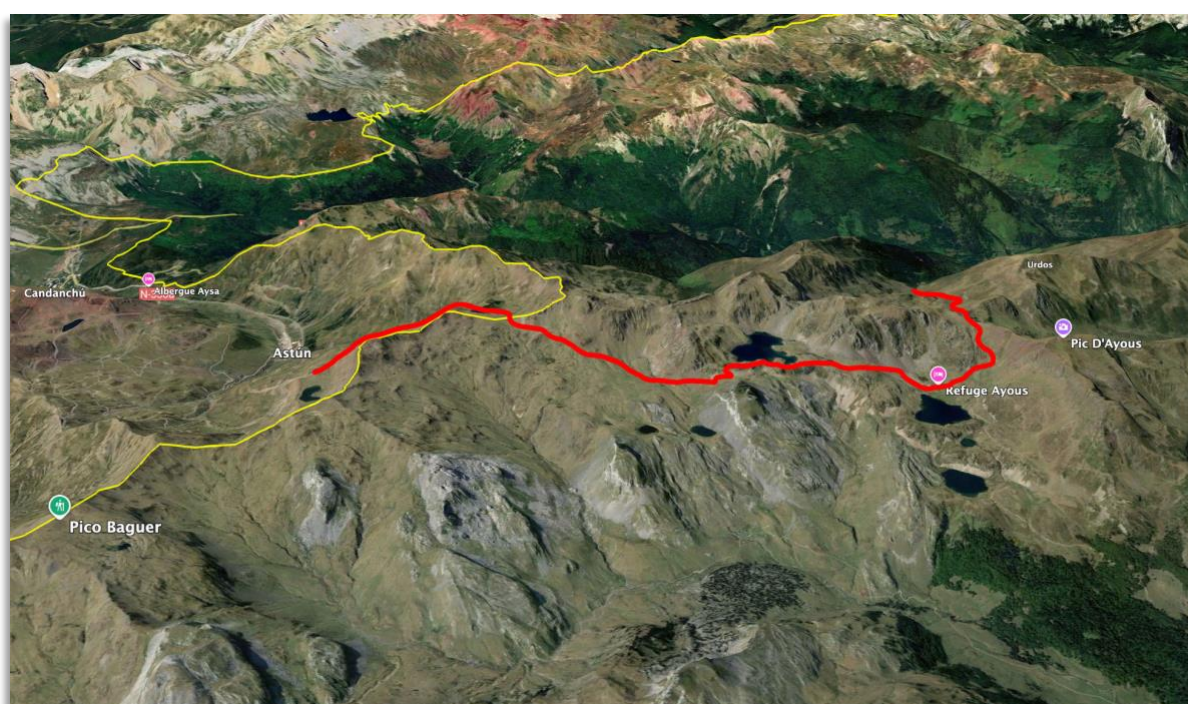
SAFETY WARNINGS FOR THIS SECTION!

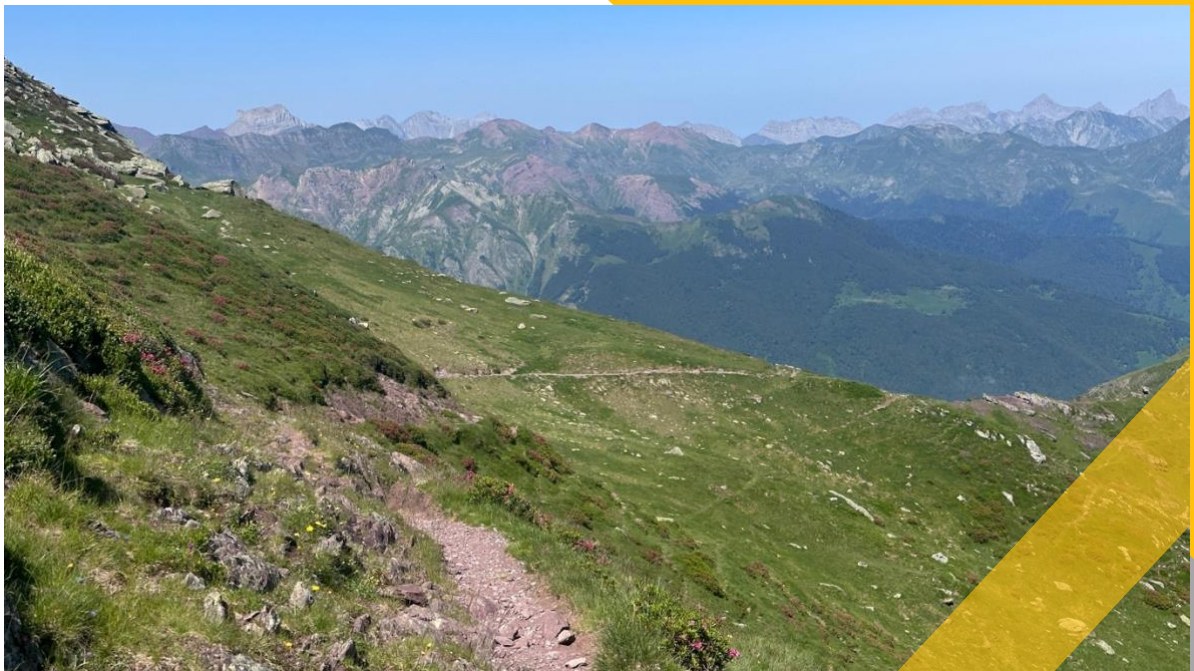
Danger Location	Precautionary Measures
From the start to Ibón de Truchas - Cabañas de Larri	Section without any significant parts to highlight. Only general mountain safety measures need to be observed.



SECTOR PROFILE AND MAPS







SECTOR 7

► CABAÑAS DE LARRI / CANDANCHÚ

SECTION DATA: 15,3 km., 754 m positive, 918 m negative
CUMULATIVE DATA: 63,9 km, 4385 m positive, 4.037 m negative

Medium difficulty. The markings in this area are made with flags and ribbons.

From the Larri Huts, we begin our return to Spain. Our first challenge is a short climb leading into the Arnousse Valley. We start this valley with a descent across grassy meadows, then quickly enter an area filled with ferns. Shortly after, we take a small left turn that leads us into the forest. Here, a forestry track will guide us toward the Arnousse Huts.

Once past the huts, we follow the Arnousse Valley southward, then turn right onto a trail that will lead us to the Collado de Lazacue. From here, we begin an easy and long descent along trails that at times seem to disappear among the ferns. This descent takes us down to nearly 1,400 meters of elevation, where we reach Peyrenere.

At this point, we carefully cross the road—following the guidance of the volunteers—and pass the Peyrenere Huts, entering the Beech Forest (Bosque de las Hayas). From here, we follow various tracks until reaching the Somport Nordic Ski Station, which we will loop around to take another trail that leads us to the Spanish border at Monte Candanchú.

We then take the main trail, turning right, and quickly begin a fast and easy descent to the Candanchú Ski Resort, the second Assisted Aid Station of the LongTrail, located at kilometer 65 of the course.

Checkpoint 8 – Cabañas de Larri

Estimated time of first runner: 12:30

Estimated time of last runner: 16:15

Checkpoint 9 – Candanchú

Estimated time of first runner: 14:00

Checkpoint closing time: 18:15

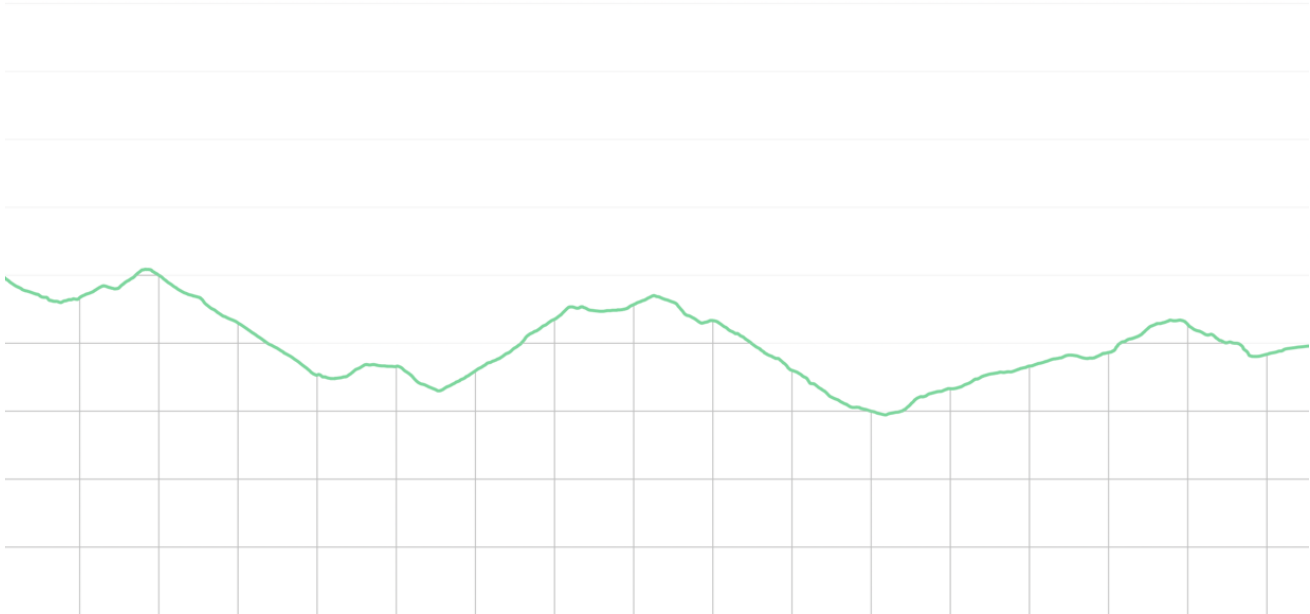


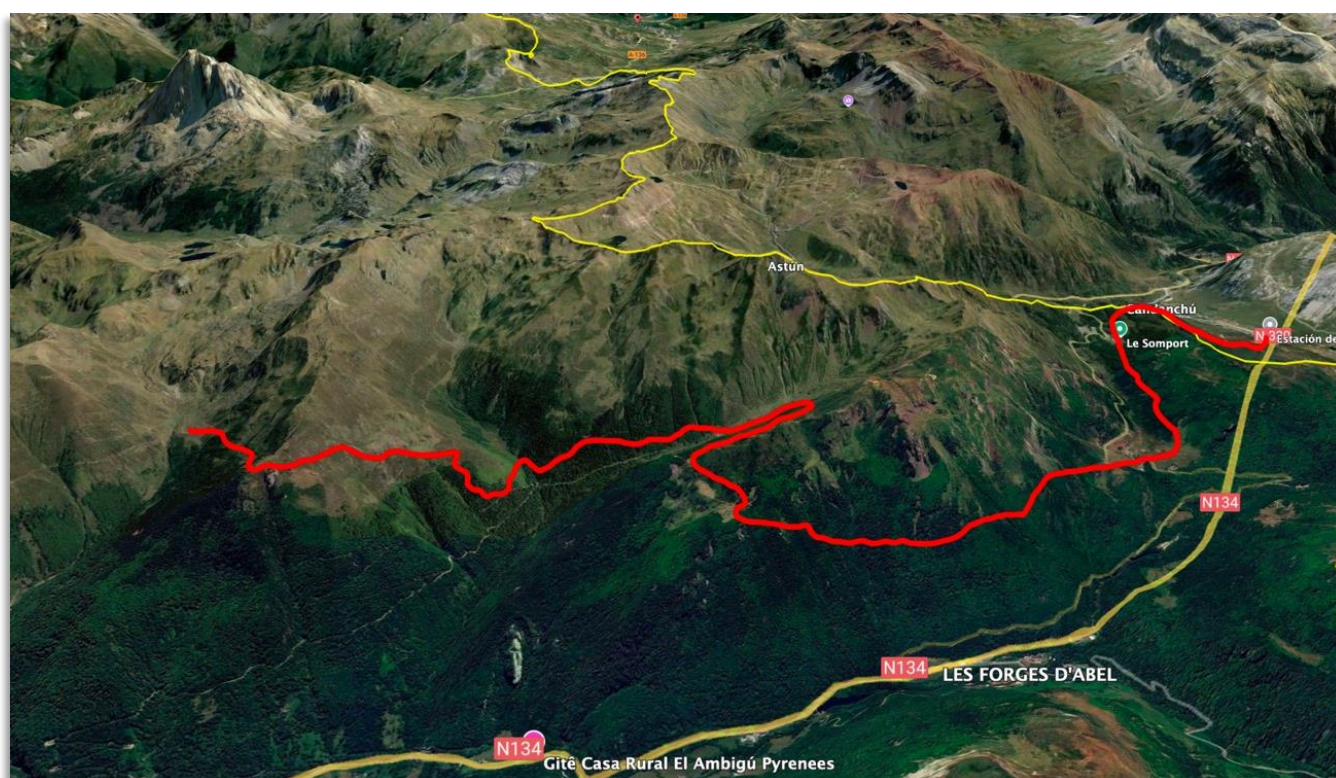
SAFETY WARNINGS FOR THIS SECTION!

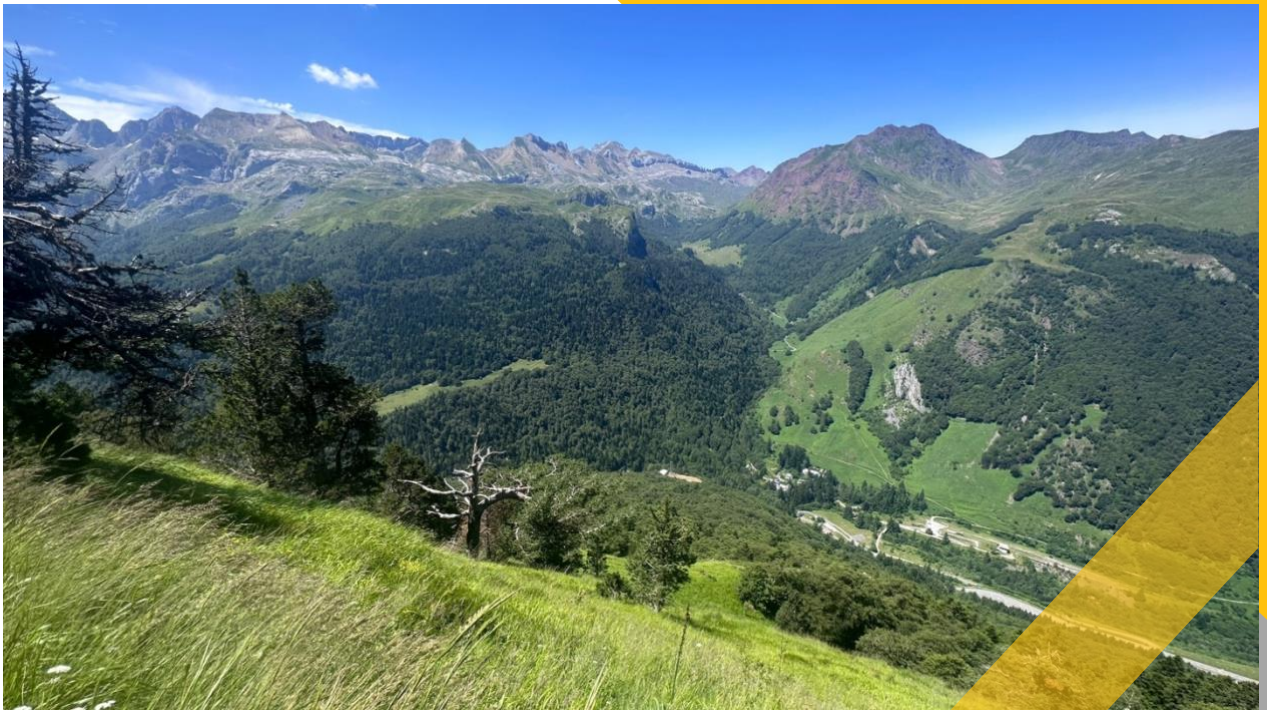
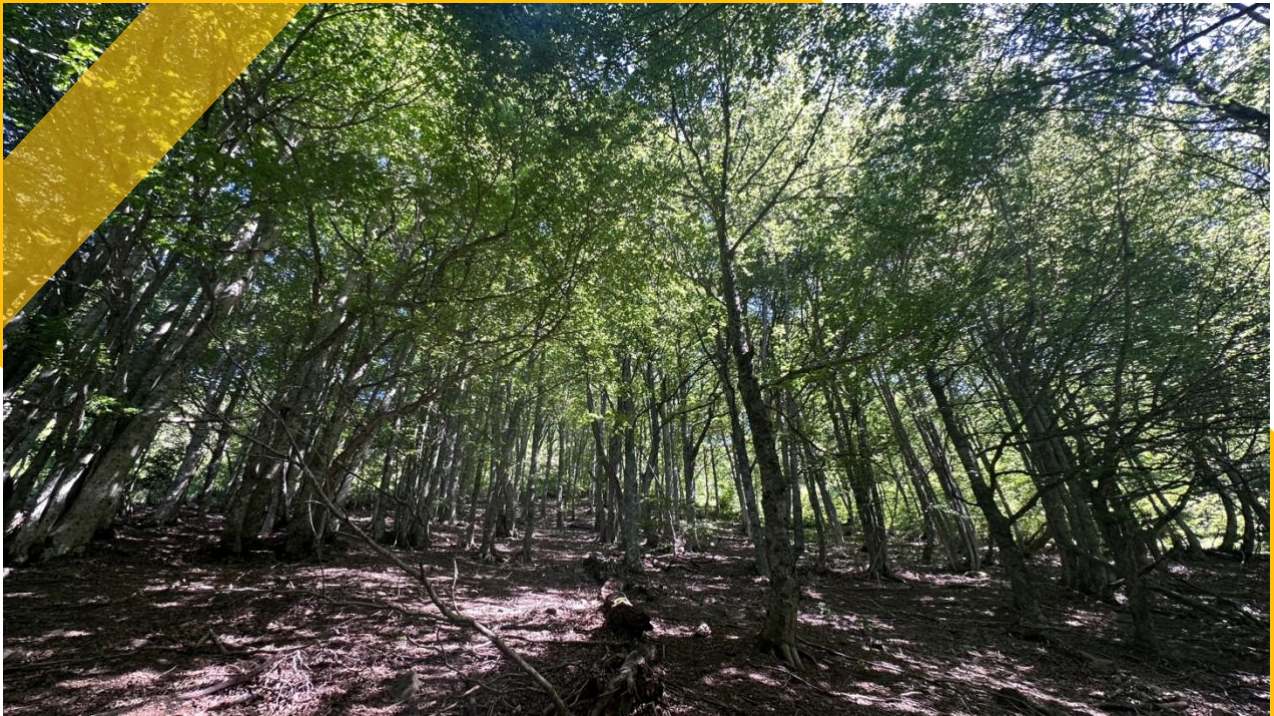
Danger Location	Precautionary Measures
From the star to Cabañas de Larri - Canadanchú	Section without any significant parts to highlight. Only general mountain safety measures need to be observed.



SECTOR PROFILE AND MAPS







SECTOR 8

► CANDANCHÚ / MOTRIZ TUCA

SECTION DATA: 6,8 km., 670 m positive, 347 m negatives
CUMULATIVE DATA: 70,7km, 5.055 m positive, 4.384 m negatives

Medium/high difficulty. The marking in this area is done with flags. The first part of the route up to the Contrabandistas cave is of medium/low difficulty, but from this point onwards, we will start to ascend along the path through the Loma Verde area, increasing the difficulty to high due to the lack of a clear and obvious path, especially if the fog rolls in, as is usual in this area.

From Pista Grande we head towards 'Ciudad de Piedra' along the track that leaves the car park in a westerly direction. After passing the cross-country skiing circuit and the biathlon, we will start to go up the same track, but we will soon leave it by a path that is not very well marked at the beginning (strictly follow the marks of the race) towards the base of La Zapatilla to go under its sole in the direction of the Contrabandistas cave. Here the path improves and is easier to follow, although we will have to be careful, especially because of the slippery stones if they are wet.

Once in the cave, follow the marked path until you turn 90° to the south and enter an area of chasms where you will have to pay close attention to the signs, especially if it gets foggy. After a little more than a kilometre we will reach a towrope, which we will have to pass carefully to avoid slipping and shortly afterwards we will reach a ravine (almost always dry) which we will cross and follow the markings in a southerly direction until we reach an organisers' control point. Just at this point the race turns to the left in an easterly direction and we take the GR11 that will take us through different areas of rocky crags and small grassy fields to later reach a ravine, where we turn right to go up it and continue to the base of the peak of Tuca Blanca (2,182 m.), where the Tuca Blanca chairlift turn-off is located.

From this point we will go down a first part of a track until we turn right, and shortly after start the descent through a grassy area, always to our right, just above the Tortiellas ravine. Just after passing an area of stones we reach the main path up to the Aspe peak, at which point the surface improves. We will follow this path downhill until we reach a square area and pass between two small pools of water before turning to our left, where we will see the next checkpoint and where the descent begins that will take us to the last refreshment point of the race, at the Tuca Blanca power station.

Checkpoint 9 – Candanchú

Estimated time of first runner: 14:00

Checkpoint closing time: 18:15**Checkpoint 10 – Motriz Tuca**

Estimated time of first runner: 15:00

Estimated time of last runner: 20:00

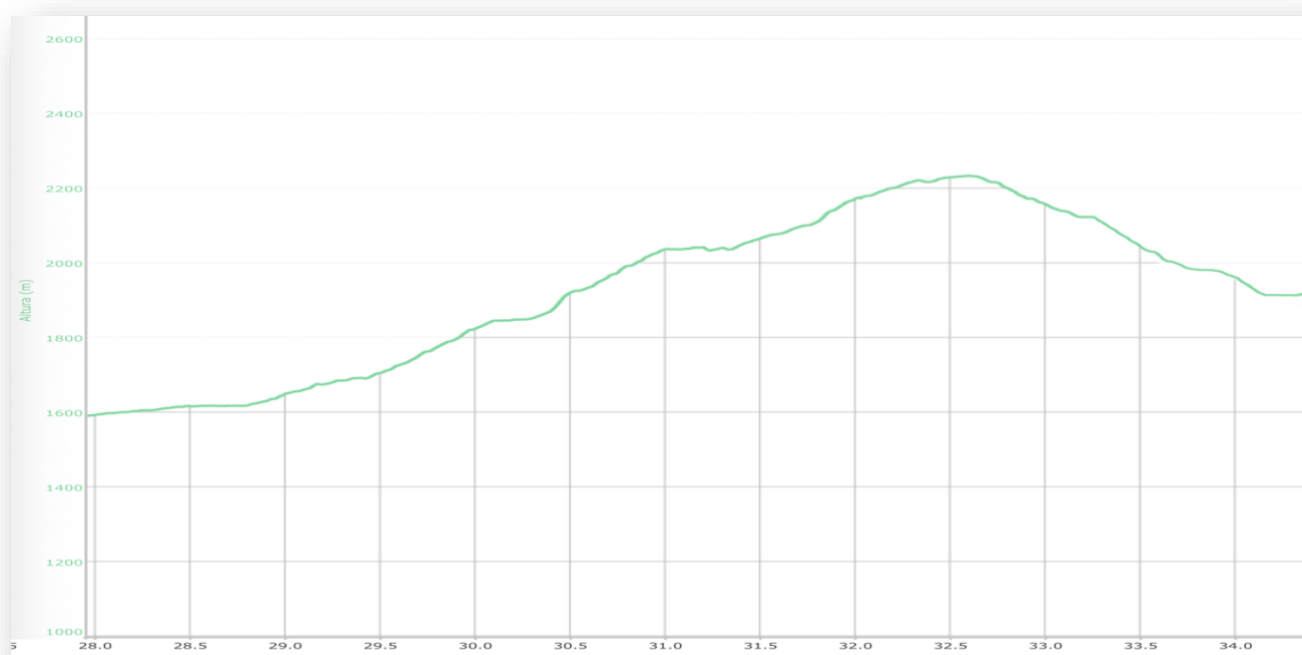
**SAFETY WARNINGS FOR THIS SECTION!**

Danger Location	Precautionary Measures
N 42°46.872, W 0° 33.313	Sloping path with small loose stones. Risk of falling from height (3-4 metres). Be extremely careful and exercise caution. Approach the watercourse with caution and in the area closest to the slope. Pass one at a time. Overtaking not recommended.
N 42°46.868, W 0° 33.529	In this section there are several points with holes and rock chasms in the vicinity: risk of falling from height. It is also an area prone to fog. Strictly follow the signposting of the race route. Exercise extreme caution and care in low visibility conditions.

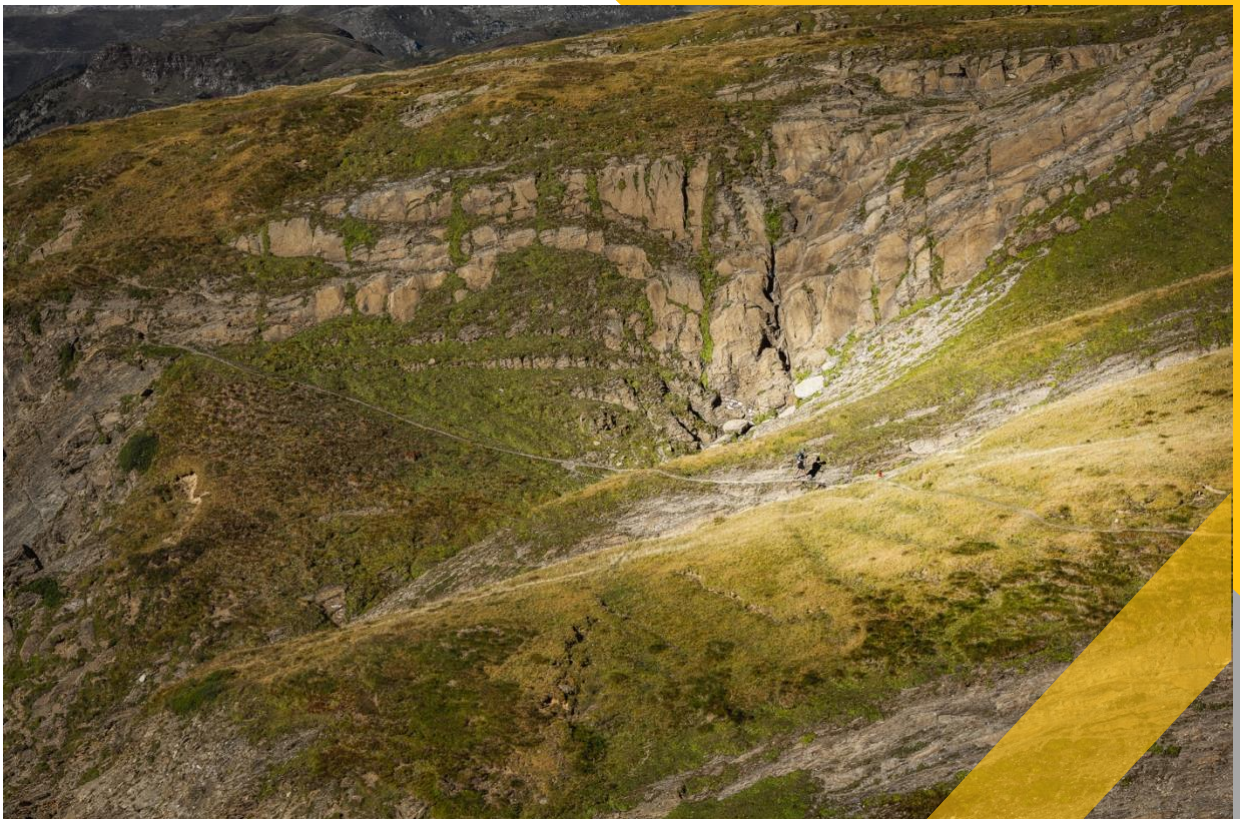
N 42°46.742, W 0° 33.804	Steep slope and risk of falling from height. Use handrails. Use extreme care and caution. Pass one at a time. Overtaking not recommended.
N 42°46.602, W 0° 33.893	Caution on the descent to the watercourse, as if you start the descent too early, you will have to take a 2-3m unequipped slope. Strictly follow the race route signs. Be extremely careful and cautious in low visibility conditions.
N 42°46.602, W 0° 33.893	Caution on the descent to the watercourse, as if you start the descent too early, you will have to take a 2-3m unequipped slope. Strictly follow the race route signs. Be extremely careful and cautious in low visibility conditions.



SECTOR PROFILE AND MAPS







SECTOR 9

► MOTRIZ TUCA / CANFRANC ESTACIÓN (finish line)

SECTION DATA: 10,5 km., 358 m positives, 1.029 m negatives
CUMULATIVE DATA: 81,2km, 5.413 m positives, 5.413 m negatives

Medium/high difficulty. The markings in this area are made with flags and tapes.

From the Tuca Blanca motive we start a fast and steep descent until we reach the Ibón de Tortiellas, which is generally dry. From the refreshment point we continue in an easterly direction to cross the plain of Tortiellas Alto and at the end take a path that at first is very well marked and then gets lost between grassy fields to reach the basin of the lake. Once there, we will cross it at the bottom and then begin the last ascent of the route.

The first part of this last section is off the path, but it will be easy to follow because of the markings of the race and the cairns that are placed along the route. Halfway up, we will take a diagonal to the right where we will take it again and the ascent will be more comfortable. All the time the PR markers will also help us to follow the route. At the end of this great diagonal we turn left to face the last metres of the ascent with several quite comfortable 'zetas' that will not lead us to the highest point of the ascent.

Once at the Estiviellas pass (2,049 m.), we crest briefly to the northeast to take the last descent (very easy and comfortable), which, after 7.2 km. and with 37 km. already in our legs, will lead us to Canfranc Estación. The whole descent is along old paths that were used to build all the avalanche defences that protect the village in winter, so the route is quite easy and comfortable.

All the way down, whenever we come across a crossroads, we will turn left (Estiviellas pot or different crossings), except at the 'Camino del Corzo', which we will take to the right, until we reach the urban area, where we will also turn left. From here, the route will be marked and signposted until the finish line, located at the Canfranc International Station.

Checkpoint 10 – Motriz Tuca

Estimated time of first runner: 15:00

Estimated time of last runner: 20:00

Checkpoint 16 – META

Estimated time of first runner: 16:15

Checkpoint closing time: 22:00



SAFETY WARNINGS FOR THIS SECTION!

Danger Location	Precautionary Measures
N 42°45.540, W 0° 31.823	Shortly after starting the descent of the Estiviellas pass, the path has a large rock that makes it necessary to approach the right side with the risk of a fall in height (3-4 metres). Follow the signs strictly. Stay away from the right side. Be extremely careful and cautious. Pass one at a time. Overtaking not recommended.



SECTOR PROFILE AND MAPS







