drone-spot

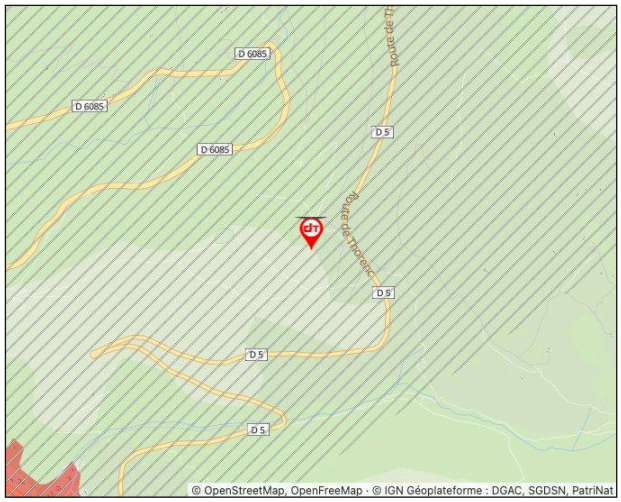
FLIGHT CARD

Generated on 21 November 2026

Le MORTIER a small plateau for a nice view

Mountain · Alpes-Maritimes

GPS coordinates	43.71253, 6.86221
Elevation	1,071 m
Maximum height	50 m max
Access	On foot < 1,000 m
Nearest aerodrome	Cipieres Alpes Dazur ULM 7.4 km N · spot 84 m lower
Spot reference	299803



Spot location and restrictions (Drone-Spot map image)

Sun (local times, UTC+01:00)

Day	Dawn	Sunrise	Sunset	Dusk	Day length	Golden hour
Sat 21 Nov	07:03	07:34	17:02	17:34	9 h 28	07:34–08:19 · 16:18–17:02
Sun 22 Nov	07:04	07:36	17:02	17:33	9 h 26	07:36–08:20 · 16:17–17:02
Mon 23 Nov	07:05	07:37	17:01	17:33	9 h 24	07:37–08:22 · 16:16–17:01

Nearby aerodromes

Aerodrome	Type	Distance	Elevation
Cipieres Alpes Dazur ULM	Aerodrome	7.4 km N	1,155 m
Hôpital Clavary Heliport	Heliport	12 km SE	168 m
Sophia Antépolis Heliport	Heliport	17 km SE	235 m
Fayence Glider Field	Aerodrome	17 km SW	226 m

Description

A small tour on the small plateau of the MORTIER, well a small plateau is a big word, let's say rather a wide ridge located between the Col du Ferrier and the Pas de la Faye, above St Vallier de Thiey in the Alpes Maritimes, France. From this plateau, we have a view of the Esterel massif, the lake of st cassien and the coast, with the bays of Théoule, Cannes, Antibes.

Scan to open the up-to-date spot page: weather, map and restrictions.

https://www.drone-spot.tech/en/fiche-spot.aspx?id=299803

Before every flight: check the UAS zones map, NOTAMs and temporary areas, the weather and the Kp index.

Preparing the flight

Pre-flight Check-List

- ☐ Area checked: UAS zones, restrictions, protected areas
- ☐ NOTAMs and temporary areas checked
- ☐ Weather: wind, gusts, rain, visibility; Kp index
- ☐ Operator number displayed on the drone
- ☐ Training certificate or licence with me
- ☐ Third-party liability insurance checked
- ☐ Batteries charged: drone, controller, phone
- ☐ Propellers, motors and frame in good condition
- ☐ Memory card inserted and empty
- ☐ Software up to date, compass and IMU calibrated
- ☐ Return to home: home point and return height set
- ☐ Electronic signalling or remote ID active
- ☐ Take-off area clear, people informed and at a distance
- ☐ Observer present for FPV flights

Key rules of the open category

Recreational flying in France: European open-category rules, applied by the DGAC.

- Maximum height: 120 m above the ground, lower where a restriction requires it.
- Always keep the drone in sight; when flying FPV, an observer keeps it in sight next to you.
- Never fly over crowds and keep the distances of your subcategory (A1, A2 or A3).
- Respect UAS geographical zones: around aerodromes, prohibited or restricted areas, protected areas, sensitive sites.
- Register as an operator if the drone weighs 250 g or more or carries a camera (toys excepted), and display the number on the drone.
- Training: online A1/A3 certificate from 250 g or for a class C1 drone; A2 certificate to fly closer to people with a class C2 drone.
- Always give way to manned aircraft and land if one approaches.
- Respect privacy: no images that identify people without their consent; aerial photography is prohibited in some areas.
- Check your third-party liability insurance.
- In France: registration and training on AlphaTango (DGAC); a drone of 800 g or more must broadcast electronic signalling (or the remote ID of class-marked drones).

Non-exhaustive summary: rules change. Reference: the DGAC open-category guide and the country's regulations.

Useful links

UAS zones map around the spot : https://www.drone-spot.tech/en/carte-uas.aspx?lat=43.71253&lon=6.86221
Drone pilot library : https://www.drone-spot.tech/en/bibliotheque
DGAC open-category guide (French) : https://www.drone-spot.tech/en/bibliotheque/guide-categorie-ouverte
Registration and training (AlphaTango) : https://alphatango.aviation-civile.gouv.fr
NOTAMs and temporary areas (SOFIA Briefing) : https://sofia-briefing.aviation-civile.gouv.fr

My flight notes

Information sheet generated by Drone-Spot from community data: it replaces neither official aeronautical information nor the regulations. The remote pilot remains responsible for the flight.