drone-spot

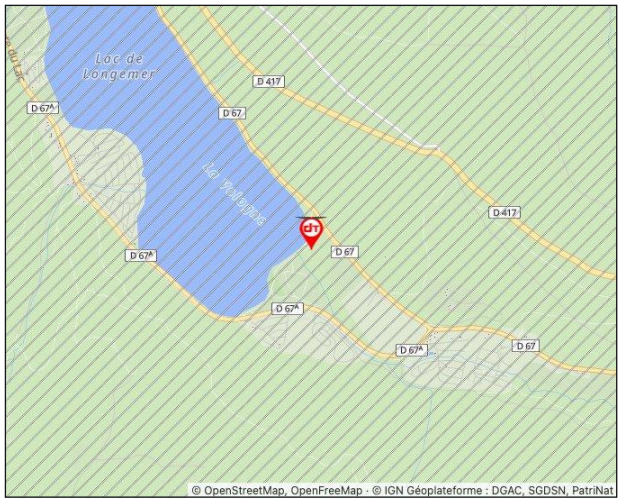
FLIGHT CARD

Generated on 21 November 2026

Lac de Xonrupt-Longemer

Water · Vosges

GPS coordinates	48.06538, 6.95928
Elevation	734 m
Maximum height	50 m max
Access	Direct access by car
Nearest aerodrome	La Tête Des Champs Altiport 19 km SW · spot 236 m lower
Spot reference	300498



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	07:13	07:48	16:48	17:23	9 h 00	07:48–08:37 · 15:59–16:48
Sun 22 Nov	07:14	07:49	16:48	17:22	8 h 58	07:49–08:39 · 15:58–16:48
Mon 23 Nov	07:16	07:50	16:47	17:21	8 h 56	07:50–08:41 · 15:57–16:47

Nearby aerodromes

Aerodrome	Type	Distance	Elevation
La Tête Des Champs Altiport	Aerodrome	19 km SW	970 m
Aérodrome de Saint-Dié - Remomeix	Aerodrome	23 km N	361 m
Ramonchamp ULM	Aerodrome	24 km SW	577 m

Description

Lake Xonrupt in the Vosges near Gerardmer. Mavic pro Drone Photo captured in January by -2 degrees, the video will be available soon. Winter atmosphere with the frozen lake and snow-sprinkled fir trees. Access by car is very simple, just park along the road and drive to the south shore of the lake. Not many people in winter except for a few walkers. Be careful not to exceed the maximum flight ceiling (50m).

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

https://www.drone-spot.tech/en/fiche-spot.aspx?id=300498

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=48.06538&lon=6.95928
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.