drone-spot

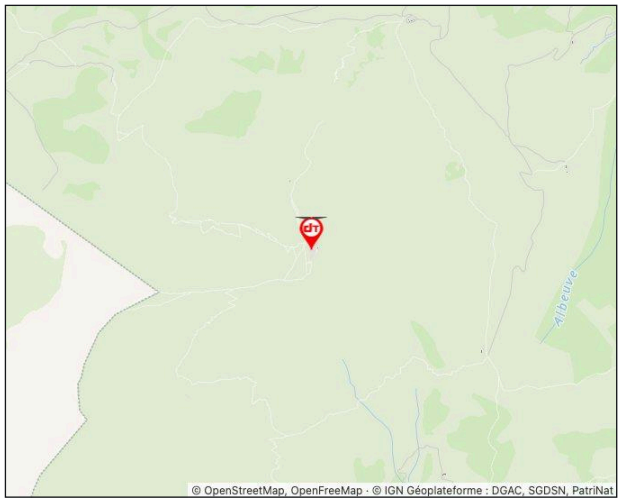
FLIGHT CARD

Generated on 21 November 2026

LE MOLESON SUISSE

Mountain · Switzerland

GPS coordinates	46.54710, 7.01802
Elevation	1,956 m
Maximum height	100 m max
Access	On foot < 1,000 m
Nearest aerodrome	Gruyeres Airport (LSGT) 7.8 km NE · spot 1,268 m higher
Spot reference	301069



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	07:09	07:42	16:53	17:27	9 h 10	07:42–08:30 · 16:06–16:53
Sun 22 Nov	07:10	07:44	16:52	17:26	9 h 08	07:44–08:31 · 16:05–16:52
Mon 23 Nov	07:12	07:45	16:52	17:25	9 h 06	07:45–08:33 · 16:04–16:52

Nearby aerodromes

Aerodrome	Type	Distance	Elevation
Gruyeres Airport	Aerodrome	7.8 km NE	688 m
Saanen Airport	Aerodrome	19 km E	1,008 m
Leysin Heliport	Heliport	23 km S	1,253 m
Ecuvillens Airport	Aerodrome	24 km N	699 m

Description

We go up to Le Moléson in Switzerland. It is a summit of the Fribourg Pre-Alps at an altitude of 2,002 metres. It is located in the canton of Fribourg, not far from Bulleet de Gruyères.summit of the Fribourg Prealps, the Moléson is the northern end of a ridge line running north-south. This ridge line is the last notable elevation between the Bernese Alps and the Swiss plateau. To the east of the Moléson is the Sarine valley. To the west, two small peaks descend towards the plateau and the course of the Broye: the Niremont to the west and the Alpettes to the north-west. To the south-west, the Moléson continues with another peak: the Teysachaux (1,909 metres above sea level). Parking is available in the resort. The video I propose was shot at the end of April 2019 when the snow melted, which makes the use of the drone easy because the station is deserted. I think it will be much more …

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

https://www.drone-spot.tech/en/fiche-spot.aspx?id=301069

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

This country applies the European drone rules (open category); it may add its own zones and conditions.

- 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.

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=46.5471&lon=7.01802
Drone pilot library : https://www.drone-spot.tech/en/bibliotheque

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.