drone-spot

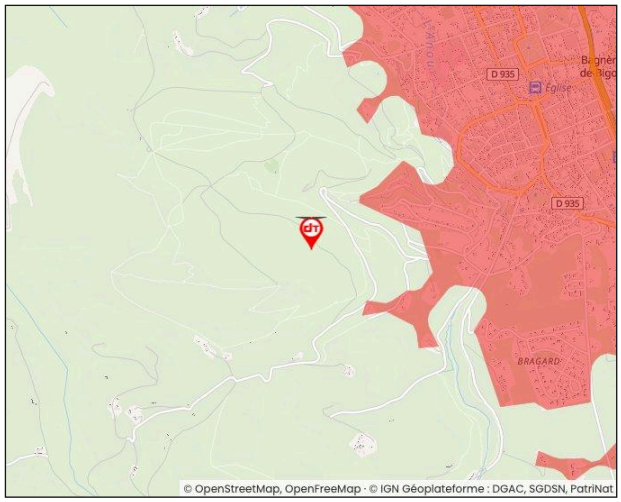
FLIGHT CARD

Generated on 21 November 2026

The virgin of the Bedat

Mountain · Hautes-Pyrénées

GPS coordinates	43.05983, 0.13905
Elevation	761 m
Maximum height	120 m max
Access	On foot < 1,000 m
Nearest aerodrome	Artigues Airstrip 11 km W · spot 21 m higher
Spot reference	304357



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	07:29	07:59	17:31	18:02	9 h 31	07:59–08:43 · 16:47–17:31
Sun 22 Nov	07:30	08:01	17:30	18:01	9 h 29	08:01–08:45 · 16:47–17:30
Mon 23 Nov	07:31	08:02	17:30	18:01	9 h 27	08:02–08:46 · 16:46–17:30

Nearby aerodromes

Aerodrome	Type	Distance	Elevation
Artigues Airstrip	Aerodrome	11 km W	740 m
Altisurface d'Hautacam	Aerodrome	14 km SW	1,680 m
Super Bareges - Plateau de Monhaillat	Aerodrome	17 km S	1,859 m
Tarbes-Lourdes-Pyrénées Airport	Airport	18 km NW	384 m

Description

At the top of the Bédat, an orientation table allows a Mavic-type drone to take off easily. Best time: end of the day, beware of thunderstorm cells at the end of a hot day. View : Open space on the Bigorre valley with a viewpoint between Bagnères de Bigorre and Lourdes. Access: By car, then park on the side of the road and finish on foot. 15 min uphill (be sure to bring good shoes).

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

https://www.drone-spot.tech/en/fiche-spot.aspx?id=304357

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=43.05983&lon=0.13905
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.