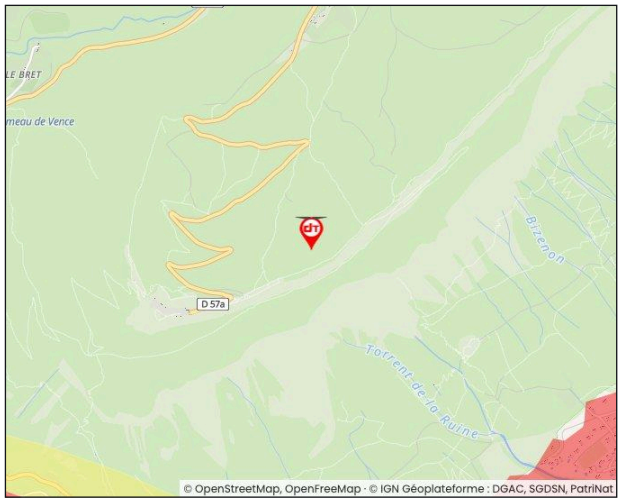
Fort Saint-Eynard in Isère

Mountain · Isère

GPS coordinates	45.23694, 5.76932
Elevation	1,302 m
Maximum height	120 m max
Access	On foot < 1,000 m
Nearest aerodrome	Hôpital Nord Heliport 4.4 km SW · spot 1,083 m higher
Spot reference	304785



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	07:11	07:43	17:02	17:35	9 h 19	07:43–08:29 · 16:16–17:02
Sun 22 Nov	07:12	07:45	17:02	17:34	9 h 17	07:45–08:31 · 16:15–17:02
Mon 23 Nov	07:13	07:46	17:01	17:33	9 h 14	07:46–08:32 · 16:14–17:01

Nearby aerodromes

Aerodrome	Type	Distance	Elevation
Hôpital Nord Heliport	Heliport	4.4 km SW	218 m
Aérodrome de Grenoble Le Versoud	Aerodrome	6.6 km E	220 m
Quartier-Reynies Heliport	Heliport	17 km SW	220 m
Altiport du Col De Belledonne	Aerodrome	19 km SE	2,800 m

Description

The fort is located at the summit of Mont Saint-Eynard, in the Chartreuse massif, and overlooks Grenoble at an altitude of over 1,338 m. The fort was restored between 1991 and 1995. The fort was built to protect the Chartreuse massif; at the time it housed more than 477 men and 25 cannons. It was protected on one side by the cliff and on the other by a ditch dug into the mountain itself. It is the last of the seven forts built for the fortified belt of Grenoble.

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

https://www.drone-spot.tech/en/fiche-spot.aspx?id=304785

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=45.23694&lon=5.76932
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.