Lower Arolla Glacier - Glacial cave

Mountain · Switzerland

GPS coordinates	45.99625, 7.50521
Elevation	2,669 m
Maximum height	100 m max
Access	On foot > 1,000 m
Nearest aerodrome	Altisurface du Glacier de Prasfleuri 14 km NW · spot 470 m lower
Spot reference	306774



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	07:06	07:39	16:53	17:26	9 h 14	07:39–08:26 · 16:06–16:53
Sun 22 Nov	07:07	07:40	16:52	17:25	9 h 12	07:40–08:27 · 16:05–16:52
Mon 23 Nov	07:08	07:41	16:51	17:24	9 h 10	07:41–08:29 · 16:04–16:51

Nearby aerodromes

Aerodrome	Type	Distance	Elevation
Altisurface du Glacier de Prasfleuri	Aerodrome	14 km NW	3,139 m
Pian Rosà	Heliport	17 km SE	3,488 m
Zermatt Heliport	Heliport	20 km E	1,628 m
Altiporto Chamois	Aerodrome	20 km SE	1,707 m

Description

Ice cave of the Arolla Glacier - Val d'Hérens - CH 25 April 2021 While early spring invites more mildness than ice and cold, I went to a wild corner at the far end of the Val d'Hérens, well known to mountaineers, to discover the glacial cave of the Arolla glacier. This cavity, about 300 m deep, has several openings on the sides that give it a magical brightness. A unique adventure, easy to reach in a high-mountain setting. A great discovery... As a safety measure, postpone this destination to another time if there is a risk of avalanche. It is also strongly recommended to wear a helmet inside the cave when the temperature is too mild, above 0°. Technical data: Start and parking: 46°01'13.0"N 7°28'54.8"E - Arolla ski resort parking Total distance: 7.200 km Duration: 2h30 Elevation gain: 290 m (I personally continued up to 2600 m) Type: Out and back.

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

https://www.drone-spot.tech/en/fiche-spot.aspx?id=306774

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=45.99625&lon=7.50521
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.