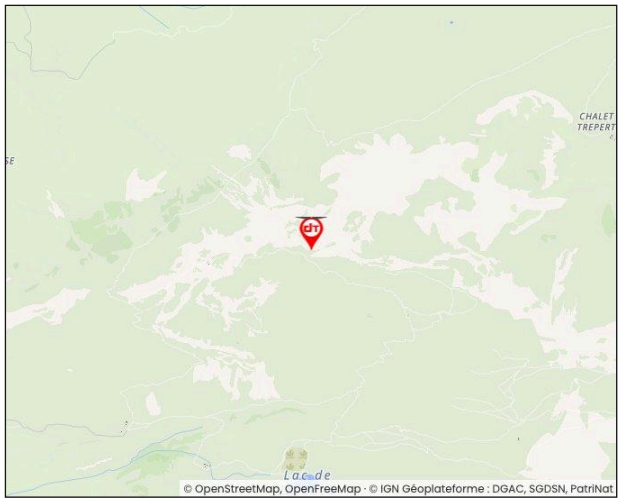
La dent d'Oche (2221 m.)

Mountain · Haute-Savoie

GPS coordinates	46.35298, 6.73330
Elevation	2,151 m
Maximum height	120 m max
Access	On foot > 1,000 m
Nearest aerodrome	Base ULM Thollon les Mémises 5.0 km N · spot 1,238 m higher
Spot reference	307313



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	07:10	07:43	16:55	17:28	9 h 12	07:43–08:30 · 16:08–16:55
Sun 22 Nov	07:11	07:44	16:54	17:27	9 h 10	07:44–08:32 · 16:07–16:54
Mon 23 Nov	07:12	07:46	16:53	17:27	9 h 07	07:46–08:33 · 16:06–16:53

Nearby aerodromes

Aerodrome	Type	Distance	Elevation
Base ULM Thollon les Mémises	Aerodrome	5.0 km N	913 m
Hôtel Royal Heliport	Heliport	12 km NW	469 m
Societe des Eaux Minerales D'Evian Heliport	Heliport	17 km W	387 m
Altisurface de Morzine-Avoriaz	Aerodrome	18 km S	1,740 m

Description

La dent d'Oche is a mountain in Haute-Savoie, in the Chablais massif, near the French-Swiss border, rising to 2,221 meters in elevation. Located on the boundary between the communes of Bernex and Novel, it overlooks Évian, Thonon and Lake Geneva. The summit offers a panoramic view of the French-Swiss Alps, the Mont Blanc range and the Swiss Prealps. It is the northernmost peak over 2,000 meters in France. 12 km loop hike starting from the Bernex resort.

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

https://www.drone-spot.tech/en/fiche-spot.aspx?id=307313

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=46.35298&lon=6.7333
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.