drone-spot

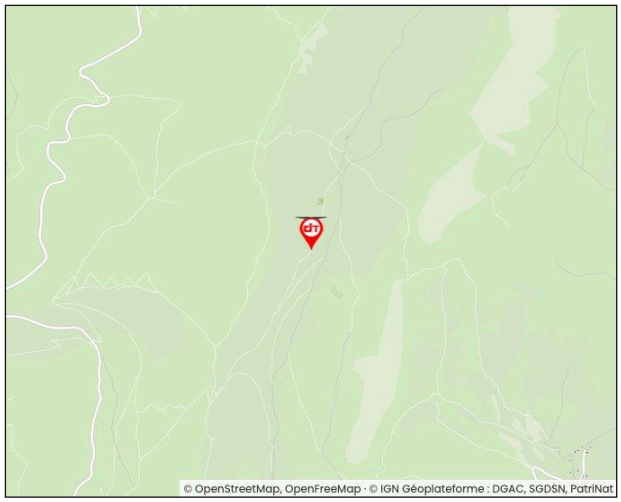
FLIGHT CARD

Generated on 23 November 2026

Plateau de la Molière

Mountain · Isère

GPS coordinates	45.17612, 5.58850
Elevation	1,593 m
Maximum height	120 m max
Access	On foot > 1,000 m
Nearest aerodrome	Quartier-Reynies Heliport 11 km SE · spot 1,373 m higher
Spot reference	308674



Spot location and restrictions (Drone-Spot map image)

Sun (local times, UTC+01:00)

Day	Dawn	Sunrise	Sunset	Dusk	Day length	Golden hour
Mon 23 Nov	07:14	07:46	17:02	17:34	9 h 15	07:46–08:33 · 16:15–17:02
Tue 24 Nov	07:15	07:48	17:01	17:34	9 h 13	07:48–08:34 · 16:15–17:01
Wed 25 Nov	07:16	07:49	17:00	17:33	9 h 11	07:49–08:36 · 16:14–17:00

Nearby aerodromes

Aerodrome	Type	Distance	Elevation
Quartier-Reynies Heliport	Heliport	11 km SE	220 m
Hôpital Nord Heliport	Heliport	13 km E	218 m
Aérodrome de Grenoble Le Versoud	Aerodrome	21 km E	220 m

Description

Welcome to the Plateau de la Molière, above Grenoble, in the Vercors massif. This spot offers a superb panorama over the Belledonne range and the Chartreuse massif. A panoramic balcony with a view over beautiful wide-open spaces! In summer you can drive up from Autrans to the Molière parking lot; in winter, you can start the climb from the hamlet of Les Aigaux, located before Lans-en-Vercors. The details of the walk are shown at the end of the video.

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

https://www.drone-spot.tech/en/fiche-spot.aspx?id=308674

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=45.17612&lon=5.5885
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.