drone-spot

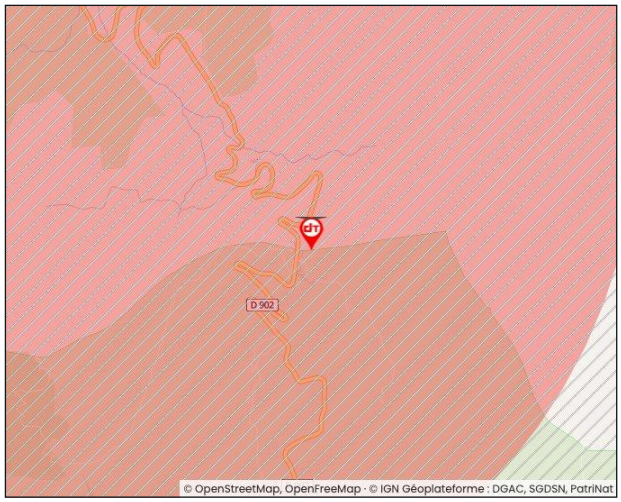
FLIGHT CARD

Generated on 21 November 2026

Col de l'Izoard - Hautes Alpes

Mountain · Hautes-Alpes

GPS coordinates	44.81996, 6.73568
Elevation	2,366 m
Maximum height	120 m max
Access	On foot < 1,000 m
Nearest aerodrome	Centre Hospitalier Heliport 13 km NW · spot 1,033 m higher
Spot reference	313360



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	07:38	17:00	17:32	9 h 21	07:38–08:24 · 16:14–17:00
Sun 22 Nov	07:07	07:39	16:59	17:31	9 h 19	07:39–08:25 · 16:13–16:59
Mon 23 Nov	07:08	07:41	16:58	17:30	9 h 17	07:41–08:27 · 16:12–16:58

Nearby aerodromes

Aerodrome	Type	Distance	Elevation
Centre Hospitalier Heliport	Heliport	13 km NW	1,333 m
Mont-Dauphin - St-Crépin Airfield	Aerodrome	17 km SW	903 m

Description

The Col de l'Izoard is one of the most beautiful passes in the Alps. It marks the border between the Briançonnais and the Queyras. A legendary Tour de France climb, it is taken every year by thousands of amateur cyclists eager to test themselves on slopes of more than 10%.. The Queyras side offers landscapes where rock is predominant. Hikers will find a playground like nowhere else. On foot, by bike or through the air, it is a unique place to discover.

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

https://www.drone-spot.tech/en/fiche-spot.aspx?id=313360

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=44.81996&lon=6.73568
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.