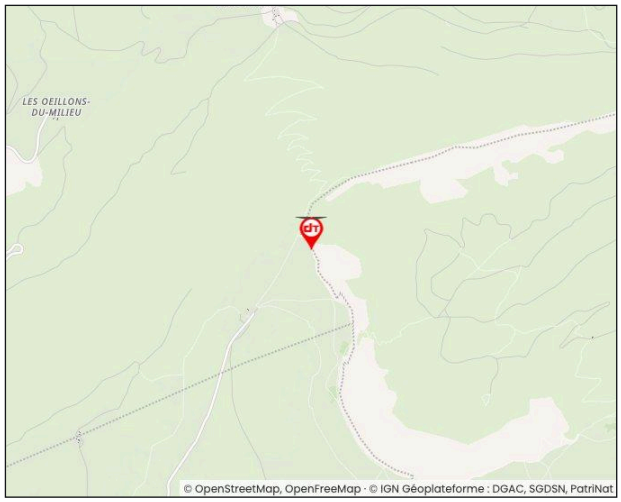
Creux du-Van Le Soliat Val-de-Travers

Mountain · Switzerland

GPS coordinates	46.93842, 6.71883
Elevation	1,353 m
Maximum height	120 m max
Access	On foot < 1,000 m
Nearest aerodrome	Aérodrome de Môtiers (LSTO) 8.2 km W · spot 621 m higher
Spot reference	315466



Spot location and restrictions (Drone-Spot map image)

Sun (local times, UTC+01:00)

Day	Dawn	Sunrise	Sunset	Dusk	Day length	Golden hour
Sun 22 Nov	07:12	07:46	16:52	17:26	9 h 06	07:46–08:34 · 16:04–16:52
Mon 23 Nov	07:14	07:48	16:52	17:25	9 h 04	07:48–08:36 · 16:03–16:52
Tue 24 Nov	07:15	07:49	16:51	17:25	9 h 01	07:49–08:38 · 16:02–16:51

Nearby aerodromes

Aerodrome	Type	Distance	Elevation
Aérodrome de Môtiers	Aerodrome	8.2 km W	732 m
Neuchatel Airfield	Aerodrome	11 km E	435 m
Les Eplatures Airport	Airport	17 km N	1,027 m
Payerne Air Base	Airport	18 km SE	447 m

Description

The cirque and its surroundings were classified as a "Nature Reserve" in 1870. Many animals typical of the Jura mountains, as well as the Alps, roam this protected area of about 15 km², including a colony of around twenty ibex reintroduced in the 1960s, lynx and the very rare capercaillie. → Please note that the Drone Spot map for this spot does not match the one issued by the Bundesamt für Zivilluftfahrt (Federal Office of Civil Aviation) https://www.bazl.admin.ch/bazl/fr/home/drohnen/general/drone-maps.html The entire Creux du Van area is off-limits to drones weighing more than 250 grams. However, the distinction between drones over and under 250 grams does not appear on the sign in front of the Ferme du Soliat at the entrance to the site! Personally, I relied on the "official" map but only made a very short flight to avoid any problems. Near NEUCHÂTEL

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

https://www.drone-spot.tech/en/fiche-spot.aspx?id=315466

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=46.93842&lon=6.71883
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.