drone-spot

FLIGHT CARD

Generated on 22 November 2026

Chez Constance - Plateau des Glières - Glières Val de Borne

Mountain · Haute-Savoie

GPS coordinates	45.97627, 6.35345
Elevation	1,410 m
Maximum height	120 m max
Access	On foot < 1,000 m
Nearest aerodrome	Altiport du Col de Cenise 9.0 km NE · spot 314 m lower
Spot reference	315835



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	07:44	16:57	17:30	9 h 12	07:44–08:32 · 16:10–16:57
Mon 23 Nov	07:13	07:46	16:56	17:29	9 h 10	07:46–08:33 · 16:09–16:56
Tue 24 Nov	07:14	07:47	16:55	17:28	9 h 08	07:47–08:35 · 16:08–16:55

Nearby aerodromes

Aerodrome	Type	Distance	Elevation
Altiport du Col de Cenise	Aerodrome	9.0 km NE	1,724 m
Altisurface de Saint-Roch Mayères	Aerodrome	18 km E	1,560 m
Centre Hospitalier Heliport	Heliport	19 km SW	485 m
Annecy-Haute-Savoie-Mont Blanc Airport	Airport	20 km W	464 m

Description

It all began in 1974 when Constance and her husband Joseph opened a café-restaurant in their mountain pasture farm on the Plateau des Glières, in Haute-Savoie. A must-visit spot on the Plateau des Glières for tasting potato fritters, the story continues with Yves, Constance's son, Joëlle, her daughter-in-law, and now Delphine, her granddaughter. Near BONNEVILLE

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

https://www.drone-spot.tech/en/fiche-spot.aspx?id=315835

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=45.97627&lon=6.35345
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.