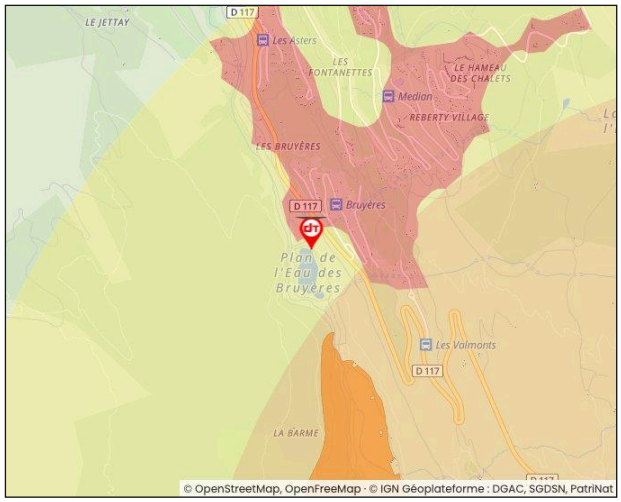
Bruyères lake - Les Ménuires

Mountain · Savoie

GPS coordinates	45.31243, 6.53946
Elevation	1,786 m
Maximum height	100 m max
Access	Direct access by car
Nearest aerodrome	Altiport de Val Thorens 4.3 km SE · spot 659 m lower
Spot reference	316844



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	07:08	07:40	16:59	17:31	9 h 18	07:40–08:27 · 16:13–16:59
Sun 22 Nov	07:09	07:42	16:58	17:31	9 h 16	07:42–08:28 · 16:12–16:58
Mon 23 Nov	07:10	07:43	16:57	17:30	9 h 14	07:43–08:29 · 16:11–16:57

Nearby aerodromes

Aerodrome	Type	Distance	Elevation
Altiport de Val Thorens	Aerodrome	4.3 km SE	2,445 m
Méribel Altiport	Aerodrome	11 km N	1,718 m
Courchevel Airport	Aerodrome	12 km NE	2,006 m
Centre de Secours de Courchevel Heliport	Heliport	14 km NE	1,768 m

Description

The Bruyères lake, below Les Ménuires, is a small natural gem at the end of an unspoiled valley sheltering a remarkable ecosystem. You can get there by car but also on foot, a walk that makes a good opportunity for a relaxing break, a picnic or even some fishing. → It is very popular, so come early in the morning or in the evening to put a drone in the air. Be careful, you are close to the (red) no-fly zone of the built-up area. Near SAINT-MARTIN-DE-BELLEVILLE

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

https://www.drone-spot.tech/en/fiche-spot.aspx?id=316844

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=45.31243&lon=6.53946
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.