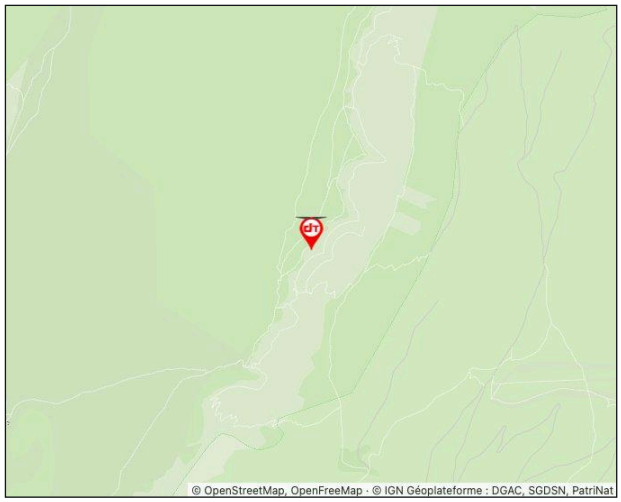
Arche and Chartreuse

Unusual · Isère

GPS coordinates	45.36197, 5.90012
Elevation	1,854 m
Maximum height	120 m max
Access	On foot > 1,000 m
Nearest aerodrome	Aérodrome de Grenoble Le Versoud (LFLG) 16 km S · spot 1,634 m higher
Spot reference	296266



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	07:11	07:43	17:01	17:34	9 h 18	07:43–08:29 · 16:15–17:01
Sun 22 Nov	07:12	07:44	17:01	17:33	9 h 16	07:44–08:31 · 16:14–17:01
Mon 23 Nov	07:13	07:46	17:00	17:32	9 h 14	07:46–08:32 · 16:13–17:00

Nearby aerodromes

Aerodrome	Type	Distance	Elevation
Aérodrome de Grenoble Le Versoud	Aerodrome	16 km S	220 m
Hôpital Nord Heliport	Heliport	22 km SW	218 m
Centre Hospitalier Heliport	Heliport	23 km N	319 m
Altiport du Col De Belledonne	Aerodrome	23 km S	2,800 m

Description

The double arch of the Tour Percée, near the Aup du Seuil in Chartreuse (Isère) is the largest natural arch* in Europe, at 32 metres wide. It is also a unique building in Europe with its double blade. The access is not very long but is reserved for very experienced hikers. * arches are formed by chemical dissolution of limestone under the effect of water and wind, while bridges (such as the Pont d'Arc in Ardèche) are formed by the action of digging a river.

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

https://www.drone-spot.tech/en/fiche-spot.aspx?id=296266

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=45.36197&lon=5.90012
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.