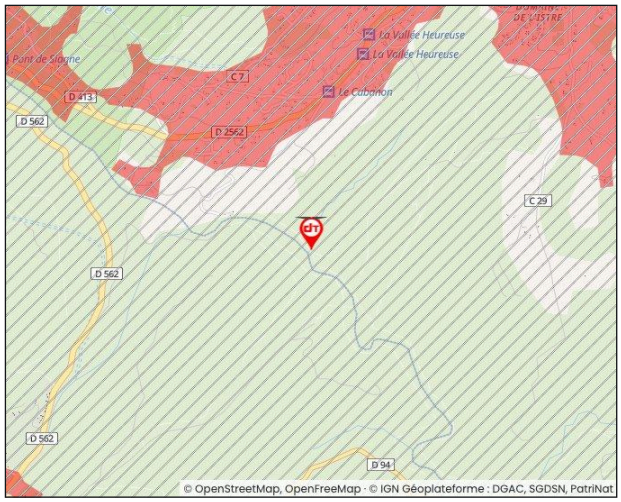
The viaduct of the railways of provence

Heritage · Alpes-Maritimes

GPS coordinates	43.62091, 6.83380
Elevation	76 m
Maximum height	50 m max
Access	On foot > 1,000 m
Nearest aerodrome	Hôpital Clavary Heliport 7.7 km E · spot 92 m lower
Spot reference	304407



Spot location and restrictions (Drone-Spot map image)

Sun (local times, UTC+01:00)

Day	Dawn	Sunrise	Sunset	Dusk	Day length	Golden hour
Wed 25 Nov	07:08	07:39	17:00	17:32	9 h 21	07:39–08:24 · 16:15–17:00
Thu 26 Nov	07:09	07:40	17:00	17:31	9 h 19	07:40–08:25 · 16:15–17:00
Fri 27 Nov	07:10	07:41	16:59	17:31	9 h 17	07:41–08:27 · 16:14–16:59

Nearby aerodromes

Aerodrome	Type	Distance	Elevation
Hôpital Clavary Heliport	Heliport	7.7 km E	168 m
Fayence Glider Field	Aerodrome	11 km W	226 m
Cannes-Mandelieu Airport	Airport	13 km SE	4 m
Sophia Antépolis Heliport	Heliport	16 km E	235 m

Description

This great viaduct was built in 8 months, from October 1889 to July 1890. It consisted of two masonry forebridges which framed 4 large metal spans resting on 3 piles of the same type. The first forebridge, on the Var and Montauroux sides, had a walled arch. And on the Alpes Maritimes and Le Tignet sides, the foredeck had 3 identical arches. The two central metal bays were 63 m long, and the two end bays were 52 m long. m. This gives a total metal span of 231 m. During the Second World War, one week after the Allied landings on the coast of Provence, August 24, 1944, the Germans blew up three viaducts of the Central Var line, including the top of the third pier of the Siagne viaduct to delay the Allied advance. Depending on the extent of the damage, not to mention other structures affected by the bombardments, the line will not be repaired and put back into service, and the metal parts of …

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

https://www.drone-spot.tech/en/fiche-spot.aspx?id=304407

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=43.62091&lon=6.8338
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.