drone-spot

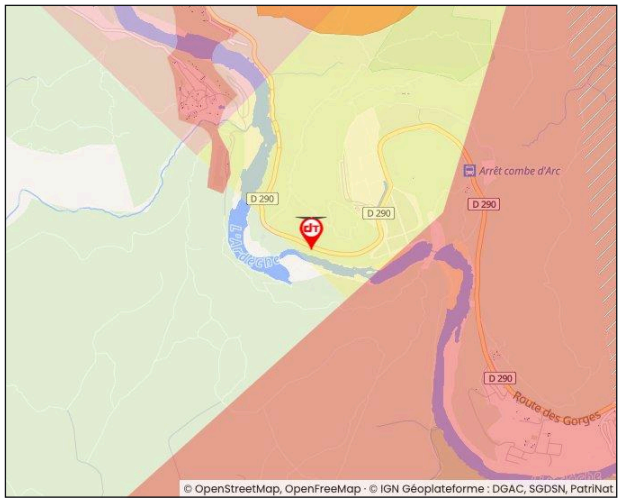
FLIGHT CARD

Generated on 21 November 2026

Pont d'Arc Valley

Water · Ardèche

GPS coordinates	44.38201, 4.41037
Elevation	88 m
Maximum height	120 m max
Access	On foot < 1,000 m
Nearest aerodrome	Ruoms Airport (LFHF) 9.3 km NW · spot 22 m lower
Spot reference	307530



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	07:14	07:46	17:10	17:42	9 h 24	07:46–08:31 · 16:25–17:10
Sun 22 Nov	07:16	07:47	17:10	17:41	9 h 22	07:47–08:33 · 16:24–17:10
Mon 23 Nov	07:17	07:49	17:09	17:41	9 h 20	07:49–08:34 · 16:23–17:09

Nearby aerodromes

Aerodrome	Type	Distance	Elevation
Ruoms Airport	Aerodrome	9.3 km NW	110 m
Aubenas-Ardèche Méridional Airport	Airport	18 km N	281 m
Aérodrome de Pierrelatte	Aerodrome	25 km E	60 m

Description

Probably the only place where you can shoot the "Pont d'Arc"! You must not get close to the arch of the Pont (# 150 m) On the other hand, the flight height is barely restricted, so you can go up to 100 m for a beautiful view of the valley. You must keep it in line of sight so you don't hit the cliff face, which rises much higher than the 100 m allowed. The car park is close by; in season you can park early in the morning or late in the day. That's also preferable so you don't fly over the canoes.

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

https://www.drone-spot.tech/en/fiche-spot.aspx?id=307530

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=44.38201&lon=4.41037
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.