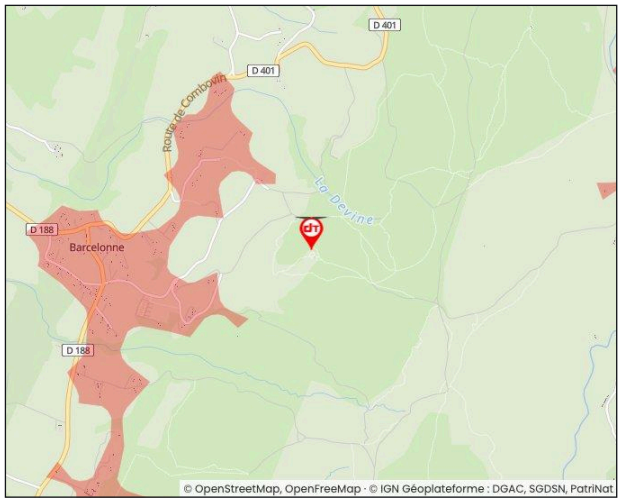
Barcelonne Tower

Heritage · Drôme

GPS coordinates	44.86877, 5.06104
Elevation	461 m
Maximum height	120 m max
Access	Direct access by car
Nearest aerodrome	Relais Du Soleil Heliport 5.5 km NW · spot 241 m higher
Spot reference	308386



Spot location and restrictions (Drone-Spot map image)

Sun (local times, UTC+01:00)

Day	Dawn	Sunrise	Sunset	Dusk	Day length	Golden hour
Mon 23 Nov	07:15	07:48	17:05	17:37	9 h 17	07:48–08:33 · 16:19–17:05
Tue 24 Nov	07:16	07:49	17:04	17:36	9 h 15	07:49–08:35 · 16:18–17:04
Wed 25 Nov	07:18	07:50	17:03	17:36	9 h 13	07:50–08:36 · 16:17–17:03

Nearby aerodromes

Aerodrome	Type	Distance	Elevation
Relais Du Soleil Heliport	Heliport	5.5 km NW	221 m
Col de Bacchus Airstrip	Aerodrome	8.7 km E	975 m
Valence-Chabeuil Airport	Airport	9.3 km NW	160 m
Centre Hospitalier Heliport	Heliport	13 km W	148 m

Description

From the foothills of the Vercors, the Barcelonne tower overlooks the Valence plain and the Rhône valley. Its origin seems to be unknown, with only an old 12th-century parchment thought to mention it. It was reportedly destroyed in 1630 on the orders of Louis XIII; only the tower and a few remains of the surrounding wall are left. Today it is private property and a Sunday stroll popular with families, offering a superb panoramic view of the Vercors and the Rhône valley.

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

https://www.drone-spot.tech/en/fiche-spot.aspx?id=308386

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=44.86877&lon=5.06104
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.