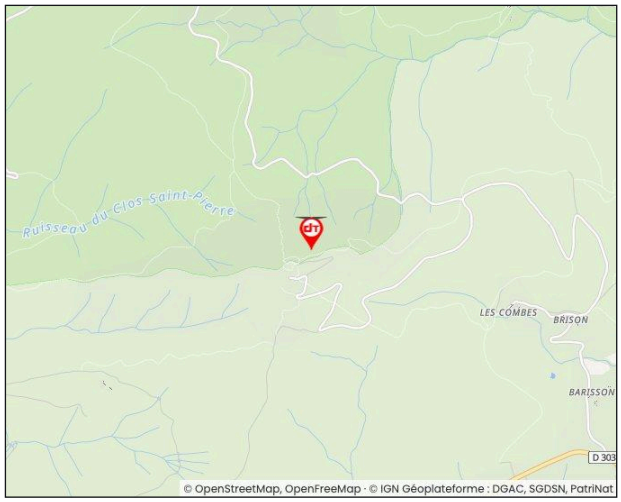
drone-spot

FLIGHT CARD
Generated on 21 November 2026

Tour de Brison seen by drone - Sanilhac

Mountain · Ardèche

GPS coordinates	44.54583, 4.21766
Elevation	757 m
Maximum height	120 m max
Access	Direct access by car
Nearest aerodrome	Aubenas-Ardèche Méridional Airport (LFHO) 12 km E · spot 476 m higher
Spot reference	308593



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	07:16	07:47	17:11	17:42	9 h 23	07:47–08:33 · 16:25–17:11
Sun 22 Nov	07:17	07:49	17:10	17:42	9 h 21	07:49–08:34 · 16:24–17:10
Mon 23 Nov	07:18	07:50	17:09	17:41	9 h 19	07:50–08:36 · 16:24–17:09

Nearby aerodromes

Aerodrome	Type	Distance	Elevation
Aubenas-Ardèche Méridional Airport	Airport	12 km E	281 m
Ruoms Airport	Aerodrome	14 km SE	110 m
Centre Hospitalier Heliport	Heliport	16 km NE	223 m
Altiport du Bez	Aerodrome	17 km NW	1,317 m

Description

The Tour de Brison is a 50-meter-high tower located in France in the commune of Sanilhac, in the Ardèche department in the Rhône-Alpes region. Standing 50 meters tall, the Tour de Brison serves as a lookout for the Ardèche SDIS fire service watchmen. It was refurbished in 1989 by the association "Les amis de la tour de Brison". It is also a tourist spot with a sublime 360° panorama over the Ardèche.

Scan to open the up-to-date spot page: weather, map and restrictions.
https://www.drone-spot.tech/en/fiche-spot.aspx?id=308593
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=44.54583&lon=4.21766
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.