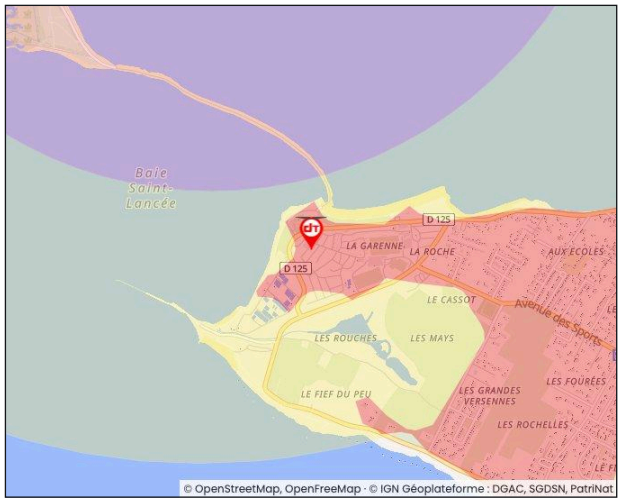
drone-spot

FLIGHT CARD
Generated on 21 November 2026

The carrelets of Port des Barques

Water · Charente-Maritime

GPS coordinates	45.94781, -1.09547
Elevation	3 m
Maximum height	120 m max
Access	On foot < 1,000 m
Nearest aerodrome	Rochefort-Saint-Agnant (BA 721) Airport (LFDN) 11 km SE · spot 15 m lower
Spot reference	316407



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	07:40	08:13	17:28	18:00	9 h 14	08:13–09:00 · 16:41–17:28
Sun 22 Nov	07:41	08:14	17:27	18:00	9 h 12	08:14–09:01 · 16:40–17:27
Mon 23 Nov	07:43	08:16	17:26	17:59	9 h 10	08:16–09:03 · 16:39–17:26

Nearby aerodromes

Aerodrome	Type	Distance	Elevation
Rochefort-Saint-Agnant (BA 721) Airport	Airport	11 km SE	18 m
Aérodrome de Marennes - Le Bournet	Aerodrome	14 km S	5 m
St Pierre d'Oléron Airfield	Aerodrome	17 km W	6 m
Centre Hospitalier Heliport	Heliport	24 km N	15 m

Description

In Port-les-Barques, when arriving at the point via the road that runs along the south coast, Avenue de la Baie, park before the point, on the side of the road, at the place called le Peu. There are two cannons, a not very informative orientation table and a picnic table. Continue toward the point on the path between the road and the coast, dotted with many carrelets (fishing huts).

Scan to open the up-to-date spot page: weather, map and restrictions.
https://www.drone-spot.tech/en/fiche-spot.aspx?id=316407
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=45.94781&lon=-1.09547
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.