drone-spot

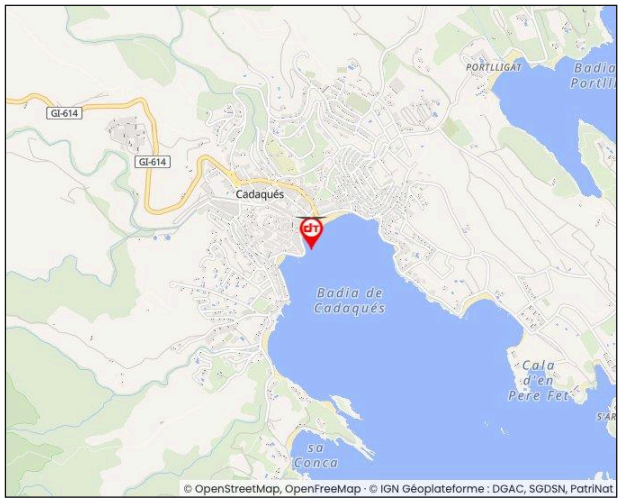
FLIGHT CARD

Generated on 21 November 2026

S'Arenella Lighthouse

Water · Spain

GPS coordinates	42.28755, 3.27765
Elevation	3 m
Maximum height	120 m max
Access	On foot < 1,000 m
Nearest aerodrome	Roses Aerial Military Radar Helipad 3.8 km W · spot 402 m lower
Spot reference	316554



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	07:45	17:21	17:51	9 h 35	07:45–08:28 · 16:38–17:21
Sun 22 Nov	07:15	07:46	17:20	17:51	9 h 34	07:46–08:29 · 16:37–17:20
Mon 23 Nov	07:16	07:47	17:19	17:50	9 h 32	07:47–08:30 · 16:36–17:19

Nearby aerodromes

Aerodrome	Type	Distance	Elevation
Roses Aerial Military Radar Helipad	Heliport	3.8 km W	405 m
Ampuriabrava Airfield	Aerodrome	14 km W	1 m
Centre Medical du Cap Peyrefite Heliport	Heliport	21 km NW	15 m
Aeròdrom de Viladamat	Aerodrome	25 km SW	16 m

Description

The predecessor of the Punta s'Arenella lighthouse is a watchtower. In the medieval and modern periods, the Catalan coast was unsafe in the face of the Saracen and pirate threat, which led to the construction of a vast network of watchtowers, forts and patrol roads intended to guarantee its defense. The lighthouse is located right on the coastal path between Port de la Selva and Llançà. The helplessness of Port de la Selva at the end of the 14th century is documented in the "plea that the people of La Selva [the former name of Port de la Selva] launched and presented to Pere Bertran, abbot of the monastery of Sant Père de Rodes, stating that, given that in the past they have been plundered, destroyed and beaten by the Serrans [Saracens], enemies of the Cross, and that there is an imminent risk of greater irreparable damage if the said enemies continue to pursue the said place, as in said …

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

https://www.drone-spot.tech/en/fiche-spot.aspx?id=316554

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

This country applies the European drone rules (open category); it may add its own zones and conditions.

- 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.

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=42.28755&lon=3.27765
Drone pilot library : https://www.drone-spot.tech/en/bibliotheque

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.