drone-spot

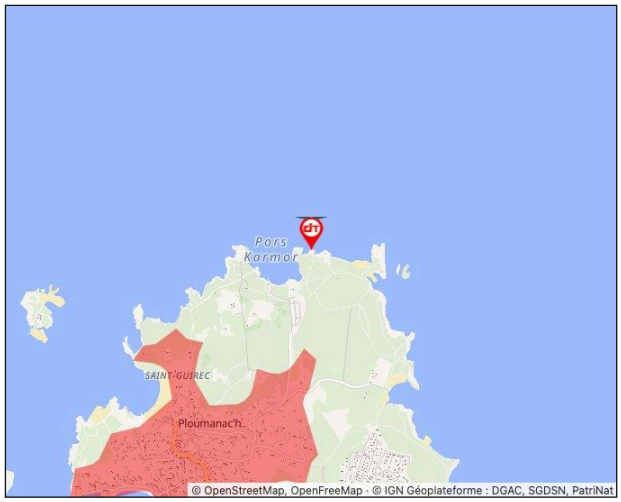
FLIGHT CARD

Generated on 21 November 2026

Ploumanac'h

Water · Côtes-d'Armor

GPS coordinates	48.83736, -3.47961
Elevation	12 m
Maximum height	60 m max
Access	On foot < 1,000 m
Nearest aerodrome	Lannion-Côte de Granit Airport (LFRO) 9.2 km S · spot 77 m lower
Spot reference	297094



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	07:57	08:32	17:28	18:03	8 h 55	08:32–09:23 · 16:37–17:28
Sun 22 Nov	07:58	08:33	17:27	18:02	8 h 53	08:33–09:25 · 16:35–17:27
Mon 23 Nov	08:00	08:35	17:26	18:01	8 h 50	08:35–09:26 · 16:34–17:26

Nearby aerodromes

Aerodrome	Type	Distance	Elevation
Lannion-Côte de Granit Airport	Airport	9.2 km S	88 m
Centre Hospitalier Heliport	Heliport	13 km S	28 m

Description

Ploumanac'h: Favourite Village of the French 2015 The beach of Saint-Guirec can be seen in the first part of the video with the small island of Costaérès and its castle. Then the Men-Ruz Lighthouse located on the Customs path along the pink granite coast. Shot with the DJI Mavic Pro drone in 4K 24i/s. Using the ND8PL filter - PolarPro. Integration at the beginning of the video of shots shot with an Iphone SE in 4K stabilized with the Zhiyun Smooth Q. Working... ;) Using the Filmic Pro application.

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

https://www.drone-spot.tech/en/fiche-spot.aspx?id=297094

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=48.83736&lon=-3.47961
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.