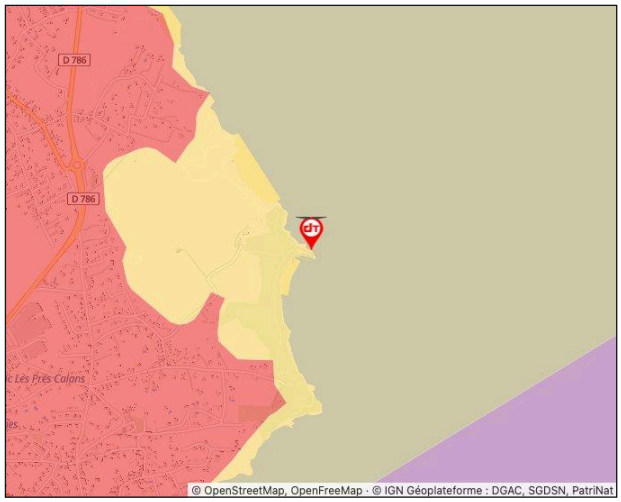
# Guard Force Beach

Water · Côtes-d'Armor

| | |
|---|---|
| **GPS coordinates** | 48.61516, -2.81470 |
| **Elevation** | 16 m |
| **Maximum height** | 50 m max |
| **Access** | On foot < 1,000 m |
| **Nearest aerodrome** | Saint-Brieuc-Armor Airport (LFRT)<br>9.1 km S · spot 122 m lower |
| **Spot reference** | 297311 |




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** | 07:54 | 08:29 | 17:26 | 18:01 | 8 h 57 | 08:29–09:19 · 16:35–17:26 |
| **Sun 22 Nov** | 07:55 | 08:30 | 17:25 | 18:00 | 8 h 54 | 08:30–09:21 · 16:34–17:25 |
| **Mon 23 Nov** | 07:56 | 08:31 | 17:24 | 17:59 | 8 h 52 | 08:31–09:22 · 16:33–17:24 |

## Nearby aerodromes

| Aerodrome | Type | Distance | Elevation |
|---|---|---|---|
| Saint-Brieuc-Armor Airport | Airport | 9.1 km S | 138 m |
| Centre Hospitalier Heliport | Heliport | 15 km S | 108 m |
| Base ULM de Kerfot | Aerodrome | 20 km NW | 99 m |

## Description

Beach with an island with a massive cross. Nice rush to make between sea and land. A good session in perspective! The islet is far from the beach, so that in good weather conditions it is not possible to fly over the swimmers.

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

https://www.drone-spot.tech/en/fiche-spot.aspx?id=297311

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=48.61516&lon=-2.8147
**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.