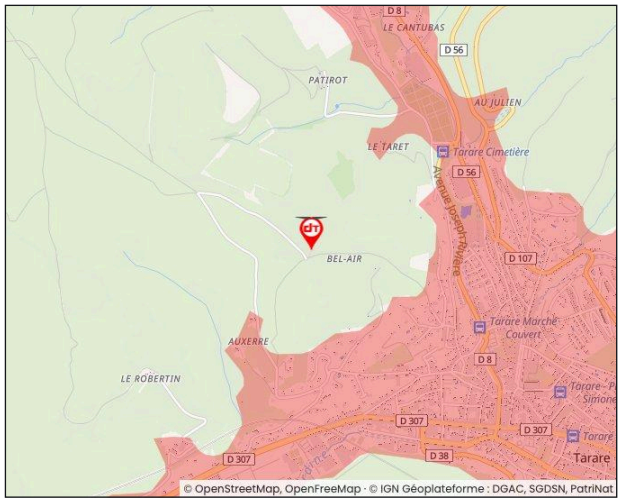
Calibrate 69170

Heritage · Rhône

GPS coordinates	45.90134, 4.42375
Elevation	571 m
Maximum height	120 m max
Access	Direct access by car
Nearest aerodrome	Villefranche-Tarare Airport (LFHV) 16 km E · spot 243 m higher
Spot reference	303345



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	07:18	07:51	17:06	17:38	9 h 15	07:51–08:37 · 16:19–17:06
Sun 22 Nov	07:19	07:52	17:05	17:38	9 h 12	07:52–08:39 · 16:18–17:05
Mon 23 Nov	07:20	07:53	17:04	17:37	9 h 10	07:53–08:41 · 16:17–17:04

Nearby aerodromes

Aerodrome	Type	Distance	Elevation
Villefranche-Tarare Airport	Aerodrome	16 km E	328 m
Centre Hospitalier Heliport	Heliport	24 km NE	233 m

Description

Old chapel dating from the 12th century, rebuilt in 1757. A hiking trail leads directly to the chapel. Remarkable view of Tarare and the surrounding countryside. For several centuries, a place of worship has been dedicated to the Virgin Mary on the hill of Bel-Air . The Bel-Air chapel has been constantly embellished thanks to the installation of a bell and the Way of the Cross in the 1830s, the restoration of the stained glass windows after the 1944 bombings, etc. The chapel has been illuminated since the year 2000, thanks to about twenty spotlights.

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

https://www.drone-spot.tech/en/fiche-spot.aspx?id=303345

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=45.90134&lon=4.42375
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.