drone-spot

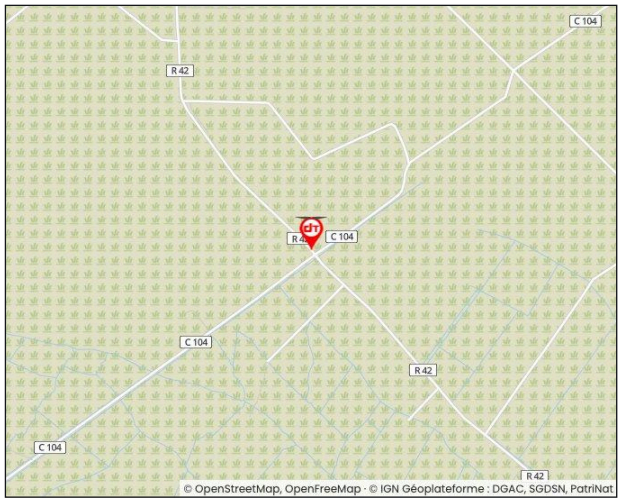
FLIGHT CARD

Generated on 21 November 2026

Marais Jean Jaques Audubon

Water · Loire-Atlantique

GPS coordinates	47.23206, -1.78714
Elevation	3 m
Maximum height	120 m max
Access	Direct access by car
Nearest aerodrome	Base ULM de Frossay 6.9 km W · same altitude as the spot
Spot reference	303809



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	07:46	08:20	17:26	18:00	9 h 06	08:20–09:08 · 16:38–17:26
Sun 22 Nov	07:47	08:21	17:25	17:59	9 h 04	08:21–09:10 · 16:37–17:25
Mon 23 Nov	07:49	08:23	17:25	17:59	9 h 01	08:23–09:12 · 16:36–17:25

Nearby aerodromes

Aerodrome	Type	Distance	Elevation
Base ULM de Frossay	Aerodrome	6.9 km W	3 m
Nantes Atlantique Airport	Airport	16 km SE	27 m
Quai Moncousu Heliport	Heliport	18 km E	23 m

Description

Marais located between Couëron and St Etienne de Montluc, very beautiful pictures are to be made in winter when the marsh is flooded. Caution: -it's a hunting reserve. -A model airfield is located less than 2km in the direction of St Etienne de Montluc on the same road (I went to check that it was closed when I made my flight), check before flying and if there are people, warn them before. -Be careful with the bird, do not go to disturb them because there are protected zones.

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

https://www.drone-spot.tech/en/fiche-spot.aspx?id=303809

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=47.23206&lon=-1.78714
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.