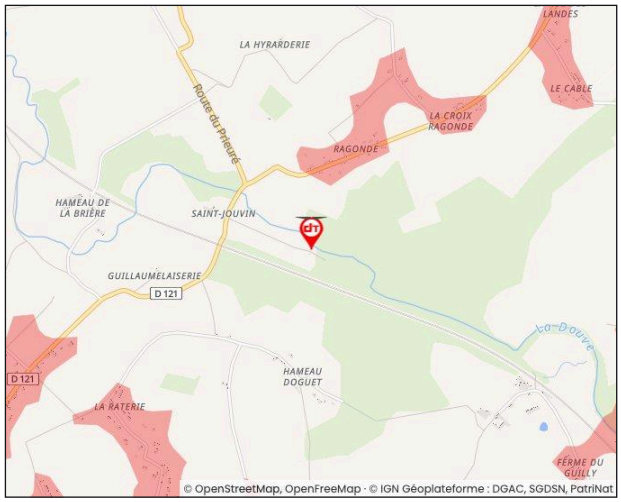
Chapelle Saint-Jouvin: Brix (50)

Heritage · Manche

GPS coordinates	49.53292, -1.60968
Elevation	52 m
Maximum height	120 m max
Access	On foot < 1,000 m
Nearest aerodrome	Centre Hospitalier Heliport 12 km N · spot 33 m higher
Spot reference	306993



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	07:51	08:27	17:18	17:53	8 h 50	08:27–09:19 · 16:26–17:18
Sun 22 Nov	07:53	08:29	17:17	17:52	8 h 48	08:29–09:21 · 16:24–17:17
Mon 23 Nov	07:54	08:30	17:16	17:52	8 h 45	08:30–09:23 · 16:23–17:16

Nearby aerodromes

Aerodrome	Type	Distance	Elevation
Centre Hospitalier Heliport	Heliport	12 km N	19 m
Arsenal-Premar Heliport	Heliport	14 km N	8 m
Cherbourg-Maupertus Airport	Airport	16 km NE	140 m
Aérodrome de Vauville	Aerodrome	19 km NW	139 m

Description

The chapelle Saint-Jouvin is a Catholic religious building in the Manche department, located in Brix. Dedicated to Saint Jouvin, the chapel was built in the 16th century near a spring whose water is said to be "miraculous" for treating eczema. A pilgrimage takes place there every year on Whit Monday. An open-air mass is held, which gathers many believers. The hymn sung on the occasion goes "Comme un père qu'on vénère, Enfants, fêtez saint Jouvin / Qu'on l'honore, qu'on implore par lui le secours divin"

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

https://www.drone-spot.tech/en/fiche-spot.aspx?id=306993

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=49.53292&lon=-1.60968
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.