drone-spot

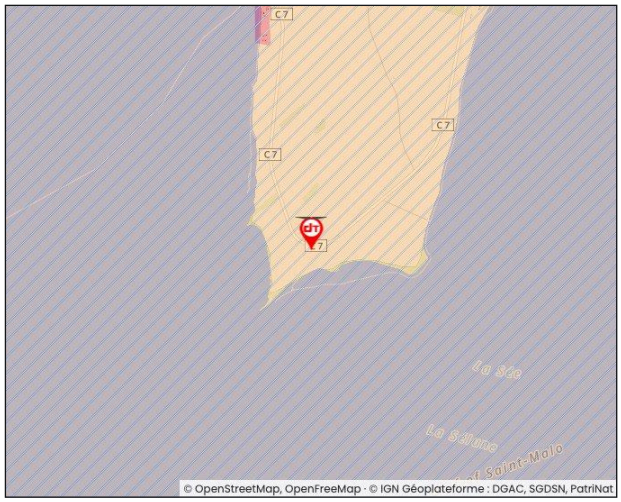
# FLIGHT CARD

Generated on 21 November 2026

# Pointe du Grouin Sud, Mont Saint-Michel Bay in the 50

Water · Manche

| | |
|---|---|
| **GPS coordinates** | 48.65607, -1.44412 |
| **Elevation** | 17 m |
| **Maximum height** | 50 m max |
| **Access** | On foot < 1,000 m |
| **Nearest aerodrome** | Le Val St Père (LFRW)<br>3.0 km E · spot 10 m higher |
| **Spot reference** | 307549 |




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** | 07:48 | 08:23 | 17:20 | 17:55 | 8 h 56 | 08:23–09:14 · 16:29–17:20 |
| **Sun 22 Nov** | 07:50 | 08:25 | 17:19 | 17:54 | 8 h 54 | 08:25–09:16 · 16:28–17:19 |
| **Mon 23 Nov** | 07:51 | 08:26 | 17:18 | 17:53 | 8 h 52 | 08:26–09:17 · 16:27–17:18 |

## Nearby aerodromes

| Aerodrome | Type | Distance | Elevation |
|---|---|---|---|
| Le Val St Père | Aerodrome | 3.0 km E | 8 m |
| Avranches Heliport | Heliport | 8.5 km NE | 11 m |
| Centre Hospitalier J. Monod Heliport | Heliport | 24 km NW | 51 m |

## Description

Listed as a UNESCO World Heritage Site, the bay of Mont Saint-Michel is, on its Normandy side, a wild territory made up mainly of the estuaries of two coastal rivers, the Sée and the Sélune. Beyond them, dunes, beaches and back-shore marshes form the transition to the high cliffs of Champeaux that close off the bay to the north. In this environment, the Pointe du Grouin du Sud is a fantastic gateway to understanding this landscape that seems unchanging. The point is made up of the oldest rocks in the bay. These rocks now form a slender headland that marks the boundary between the estuaries of the Sée and the Sélune and the vast expanses of the sands of the Grande baie. Covered in orange lichens of the genus xanthoria and deeply eaten away by salt, this headland is also a fantastic vantage point for watching the bay's great natural phenomenon, the tidal bore. An exceptional expression of …

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

https://www.drone-spot.tech/en/fiche-spot.aspx?id=307549

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=48.65607&lon=-1.44412
**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.