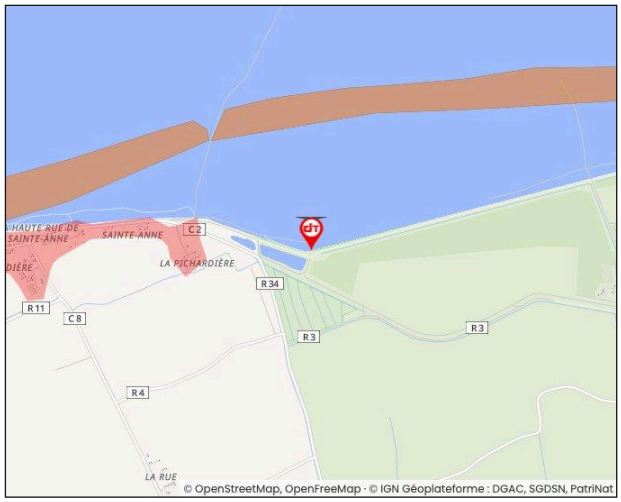
Chapelle Sainte Anne de la Grève

Heritage · Ille-et-Vilaine

GPS coordinates	48.60990, -1.66548
Elevation	9 m
Maximum height	120 m max
Access	On foot < 1,000 m
Nearest aerodrome	Le Val St Père (LFRW) 20 km E · same altitude as the spot
Spot reference	307598



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	07:49	08:24	17:21	17:56	8 h 57	08:24–09:14 · 16:31–17:21
Sun 22 Nov	07:50	08:25	17:20	17:55	8 h 54	08:25–09:16 · 16:29–17:20
Mon 23 Nov	07:52	08:27	17:19	17:54	8 h 52	08:27–09:18 · 16:28–17:19

Nearby aerodromes

Aerodrome	Type	Distance	Elevation
Le Val St Père	Aerodrome	20 km E	8 m

Description

This chapel replaces an earlier chapel founded in the 11th century and destroyed by a flood in 1630. The chapel of Sainte-Anne-des-Grèves, or Notre-Dame-de-la-Grève, was rebuilt in 1684 by the rector and parishioners of Saint-Broladre, and from the 17th century a procession went from Cherrueix to the sanctuary on Saint Anne's day. Ravaged during the Revolution, Sainte-Anne-de-la-Grève was restored in 1817. The uprights of the campanile are dated 1682, and the bell-gable has an opening containing a bell. Inside, you can see a small 17th-century altarpiece and a painting from the former church of Épiniac.

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

https://www.drone-spot.tech/en/fiche-spot.aspx?id=307598

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=48.6099&lon=-1.66548
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.