drone-spot

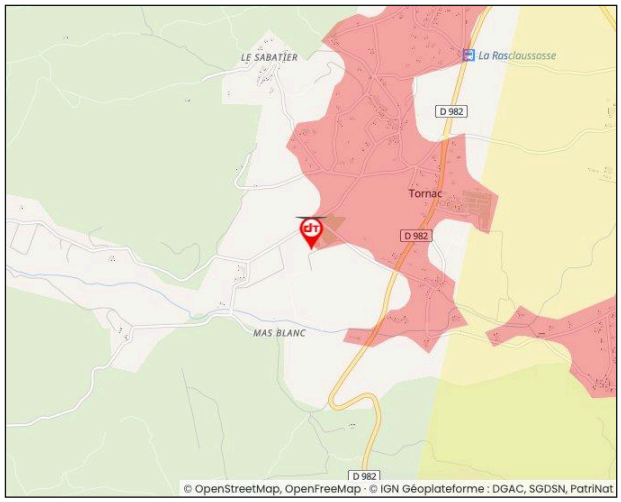
# FLIGHT CARD

Generated on 21 November 2026

# Saint Baudile Church

Heritage · Gard

| | |
|---|---|
| **GPS coordinates** | 44.02101, 3.99101 |
| **Elevation** | 151 m |
| **Maximum height** | 120 m max |
| **Access** | On foot < 1,000 m |
| **Nearest aerodrome** | Aérodrome d'Alès Cévennes (LFMS)<br>13 km NE · spot 53 m lower |
| **Spot reference** | 308545 |




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** | 07:15 | 07:47 | 17:13 | 17:45 | 9 h 26 | 07:47–08:31 · 16:28–17:13 |
| **Sun 22 Nov** | 07:16 | 07:48 | 17:12 | 17:44 | 9 h 24 | 07:48–08:33 · 16:27–17:12 |
| **Mon 23 Nov** | 07:18 | 07:49 | 17:12 | 17:43 | 9 h 22 | 07:49–08:34 · 16:27–17:12 |

## Nearby aerodromes

| Aerodrome | Type | Distance | Elevation |
|---|---|---|---|
| Aérodrome d'Alès Cévennes | Airport | 13 km NE | 204 m |
| La Grand'combe Airfield | Aerodrome | 25 km N | 502 m |

## Description

The Church of St Baudile in Tornac Location The church is located 700 m southwest of the village of Tornac. It stands in a setting of vineyards and cypress trees, within sight of the ruins of Tornac Abbey. History Arcading of the apse. Origins A monastery dedicated to Saint Stephen has existed in Tornac since the 9th century: it is mentioned under the names Tornagus in 814 and Cellula Tornagus Sancti-Stephani in 8171. In the 10th century, the name evolved into Tornacus (922)1. Romanesque church The church of Tornac was built in the Romanesque style in the 12th century by monks driven out of their monastery in Nîmes, who had found refuge at the monastery of Tornac. The monastery then appears in the 12th and 13th centuries under many names in old sources: Abbatia Tornacensis (1150), Prior de Tornaco (1152), Tornacense monasterium (cartulary of the Cathedral of Nîmes in 1156), Al monestier …

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

https://www.drone-spot.tech/en/fiche-spot.aspx?id=308545

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=44.02101&lon=3.99101
**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.