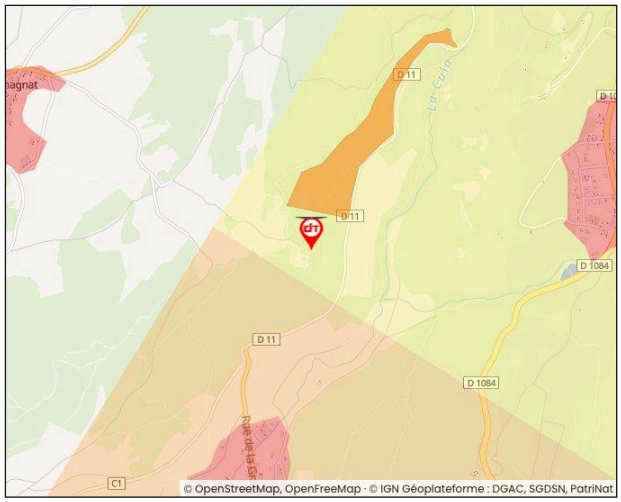
# Eglise de Saint-Alban D11, 01450 Cerdon

Heritage · Ain

| | |
|---|---|
| **GPS coordinates** | 46.09020, 5.46816 |
| **Elevation** | 540 m |
| **Maximum height** | 60 m max |
| **Access** | On foot < 1,000 m |
| **Nearest aerodrome** | Corlier Altiport (LFJD)<br>5.9 km S · spot 302 m lower |
| **Spot reference** | 312736 |




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** | 07:14 | 07:47 | 17:01 | 17:34 | 9 h 13 | 07:47–08:34 · 16:14–17:01 |
| **Sun 22 Nov** | 07:15 | 07:48 | 17:00 | 17:33 | 9 h 11 | 07:48–08:36 · 16:13–17:00 |
| **Mon 23 Nov** | 07:17 | 07:50 | 16:59 | 17:32 | 9 h 09 | 07:50–08:37 · 16:12–16:59 |

## Nearby aerodromes

| Aerodrome | Type | Distance | Elevation |
|---|---|---|---|
| Corlier Altiport | Aerodrome | 5.9 km S | 842 m |
| La Tranclière Private Airstrip | Aerodrome | 14 km W | 250 m |
| Ambérieu Air Base (BA 278) | Airport | 16 km SW | 251 m |
| Bourg-Ceyzériat Airport | Aerodrome | 18 km NW | 261 m |

## Description

This church is located on the heights of Cerdon. It's about a 15-minute walk from the parking lot. Watch out for children, the church is on the side of a mountain.

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

https://www.drone-spot.tech/en/fiche-spot.aspx?id=312736

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=46.0902&lon=5.46816
**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.