drone-spot

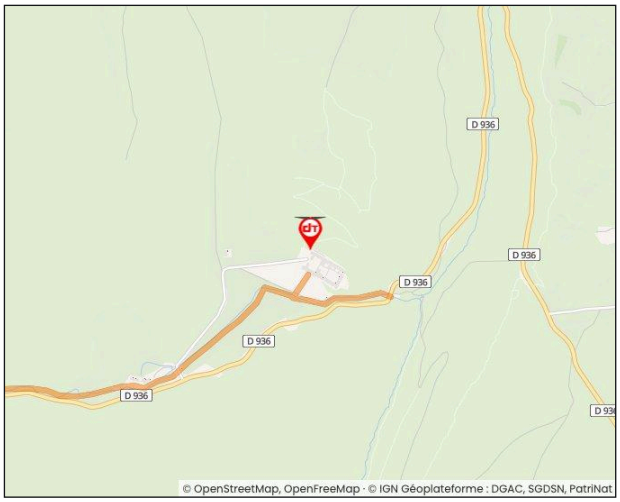
FLIGHT CARD

Generated on 21 November 2026

Chartreuse de Sélignac

Heritage · Ain

GPS coordinates	46.24872, 5.45343
Elevation	403 m
Maximum height	120 m max
Access	Direct access by car
Nearest aerodrome	Bourg-Ceyzériat Airport (LFHS) 14 km SW · spot 142 m higher
Spot reference	313748



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	07:48	17:00	17:34	9 h 12	07:48–08:35 · 16:13–17:00
Sun 22 Nov	07:16	07:49	17:00	17:33	9 h 10	07:49–08:36 · 16:12–17:00
Mon 23 Nov	07:17	07:50	16:59	17:32	9 h 08	07:50–08:38 · 16:11–16:59

Nearby aerodromes

Aerodrome	Type	Distance	Elevation
Bourg-Ceyzériat Airport	Aerodrome	14 km SW	261 m
Aérodrome d'Oyonnax-Arbent	Aerodrome	17 km E	535 m
La Tranclière Private Airstrip	Aerodrome	21 km SW	250 m
Corlier Altiport	Aerodrome	23 km S	842 m

Description

The former Charterhouse of Val-Saint-Martin de Sélignac, which became the Maison Saint-Bruno in 2001, is a former Carthusian monastery located in the Sélignac (or Sélignat) valley, in Simandre-sur-Suran in the Ain department in France. It is home to a few lay people living in the spirit of Saint Bruno, under the spiritual authority of the Reverend Father General of the Carthusian order.

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

https://www.drone-spot.tech/en/fiche-spot.aspx?id=313748

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=46.24872&lon=5.45343
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.