drone-spot

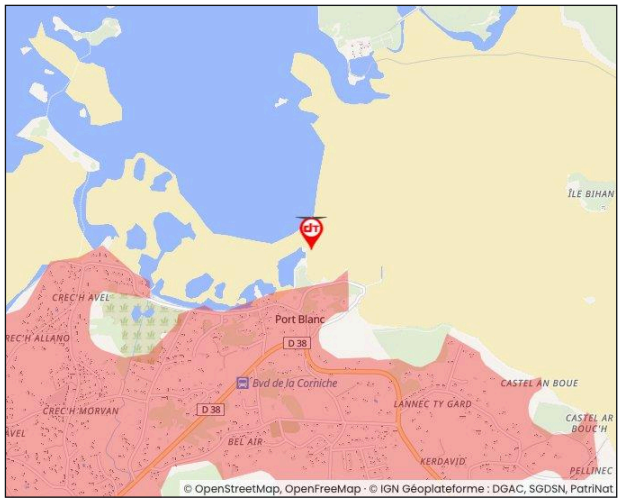
FLIGHT CARD

Generated on 21 November 2026

Port Blanc

Water · Côtes-d'Armor

GPS coordinates	48.83809, -3.30999
Elevation	2 m
Maximum height	120 m max
Access	On foot < 1,000 m
Nearest aerodrome	Lannion-Côte de Granit Airport (LFRO) 15 km SW · spot 86 m lower
Spot reference	314665



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	07:56	08:31	17:27	18:02	8 h 55	08:31–09:22 · 16:36–17:27
Sun 22 Nov	07:58	08:33	17:26	18:01	8 h 53	08:33–09:24 · 16:35–17:26
Mon 23 Nov	07:59	08:34	17:25	18:00	8 h 50	08:34–09:26 · 16:34–17:25

Nearby aerodromes

Aerodrome	Type	Distance	Elevation
Lannion-Côte de Granit Airport	Airport	15 km SW	88 m
Centre Hospitalier Heliport	Heliport	17 km SW	28 m
Base ULM de Kerfot	Aerodrome	24 km SE	99 m

Description

Port-Blanc is a Breton village attached to the municipality of Penvénan in the Côtes-d'Armor, in the historic region of Trégor. It is the seaside resort of Penvénan. It is a magnificent site, a peaceful haven, quiet, with splendid views and a small path running along the sea. Port Blanc is lined with pretty white sand beaches. Things to see: - The Sentinelle rock with its oratory - Notre-Dame Chapel - Pretty views of several islets, including the Île aux Femmes.

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

https://www.drone-spot.tech/en/fiche-spot.aspx?id=314665

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=48.83809&lon=-3.30999
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.