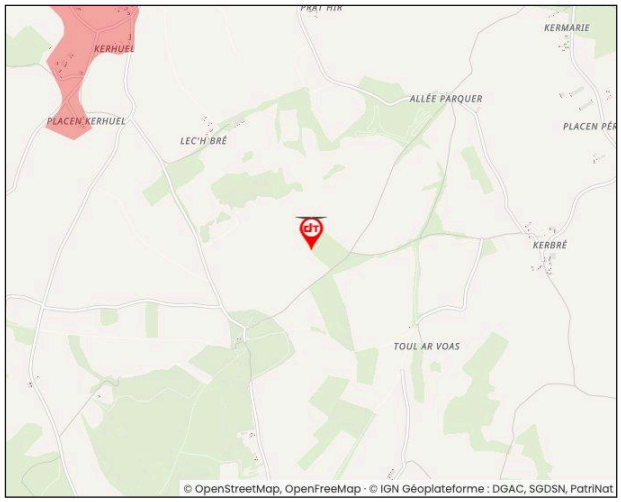
Pédernec, the Méné Bré, the St Hervé Chapel

Heritage · Côtes-d'Armor

GPS coordinates	48.57911, -3.30436
Elevation	271 m
Maximum height	120 m max
Access	Direct access by car
Nearest aerodrome	Centre Hospitalier Heliport 20 km NW · spot 243 m higher
Spot reference	314844



Spot location and restrictions (Drone-Spot map image)

Sun (local times, UTC+01:00)

Day	Dawn	Sunrise	Sunset	Dusk	Day length	Golden hour
Mon 23 Nov	07:58	08:33	17:26	18:01	8 h 52	08:33–09:24 · 16:35–17:26
Tue 24 Nov	08:00	08:35	17:25	18:00	8 h 50	08:35–09:26 · 16:34–17:25
Wed 25 Nov	08:01	08:36	17:24	18:00	8 h 48	08:36–09:28 · 16:33–17:24

Nearby aerodromes

Aerodrome	Type	Distance	Elevation
Centre Hospitalier Heliport	Heliport	20 km NW	28 m
Lannion-Côte de Granit Airport	Airport	23 km NW	88 m

Description

The Méné Bré peaks at 302 meters high. High moorland with European gorse. It is topped by the Saint Hervé chapel, which belongs to the commune of Pédernec and was rebuilt several times, notably in the 16th and 18th centuries, and last restored in 1939. Its oldest parts are the porch and the bell tower. It was once a very popular pilgrimage site. Its altar, decorated with portraits of six Apostles, is topped by a 1948 painting depicting the blind Saint Hervé guided by the child.

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

https://www.drone-spot.tech/en/fiche-spot.aspx?id=314844

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=48.57911&lon=-3.30436
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.