drone-spot

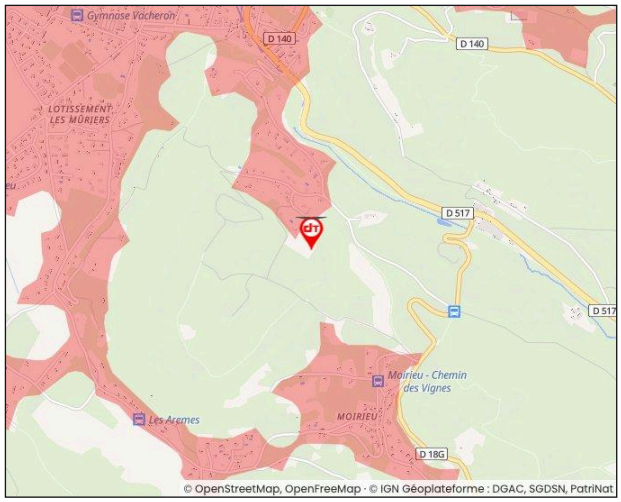
# FLIGHT CARD

Generated on 21 November 2026

# Château de Crémieux

Heritage · Isère

| | |
|---|---|
| **GPS coordinates** | 45.71415, 5.25589 |
| **Elevation** | 279 m |
| **Maximum height** | 120 m max |
| **Access** | On foot < 1,000 m |
| **Nearest aerodrome** | Lyon Saint-Exupéry Airport (LFLL)<br>14 km W · spot 29 m higher |
| **Spot reference** | 316172 |




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 | 17:03 | 17:36 | 9 h 16 | 07:47–08:33 · 16:16–17:03 |
| **Sun 22 Nov** | 07:15 | 07:48 | 17:02 | 17:35 | 9 h 14 | 07:48–08:35 · 16:15–17:02 |
| **Mon 23 Nov** | 07:17 | 07:49 | 17:01 | 17:34 | 9 h 11 | 07:49–08:36 · 16:14–17:01 |

## Nearby aerodromes

| Aerodrome | Type | Distance | Elevation |
|---|---|---|---|
| Lyon Saint-Exupéry Airport | Major airport | 14 km W | 250 m |
| Morestel Airport | Aerodrome | 16 km E | 245 m |
| Aérodrome de Pérouges - Meximieux | Aerodrome | 18 km N | 214 m |
| La Tour Du Pin Airfield | Aerodrome | 20 km SE | 320 m |

## Description

This fortress stands proudly on its rocky base. As early as the 16th century, the castle fell into ruin despite the work undertaken over the centuries. Its military role ended in the 17th century, but this stronghold played an effective part under the last Dauphins. Thanks to its position, Crémieu ensured the security of communications with the right bank of the Rhône and was for a long time one of the gateways to the Dauphiné. The Château des Dauphins, after being abandoned and used as a stone quarry, was partly restored in the early years of the 20th century. Its successive owners have carried out improvement work there. All that remains of the medieval castle are a few vestiges, including the south and west walls, the castle chapel and a round tower. From the halles car park, the climb up to the fortress is tough! → The town of Crémieu spreads out at the foot of the fortress on the …

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

https://www.drone-spot.tech/en/fiche-spot.aspx?id=316172

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=45.71415&lon=5.25589
**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.