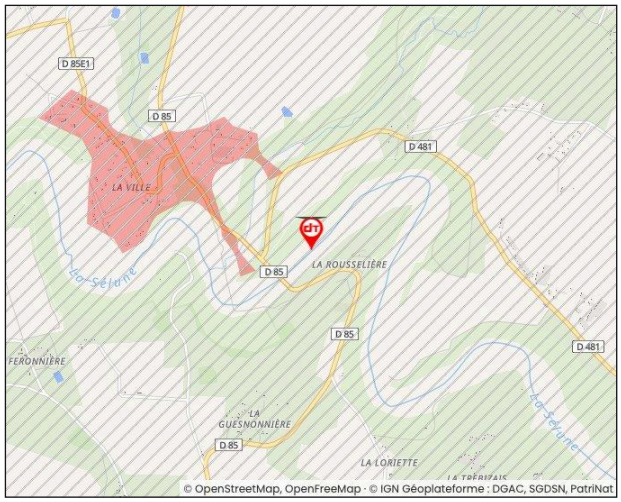
Pont des Biards- Isigny-le-Buat

Water · Manche

GPS coordinates	48.57345, -1.18142
Elevation	70 m
Maximum height	30 m max
Access	Direct access by car
Nearest aerodrome	Avranches Heliport 18 km NW · spot 59 m higher
Spot reference	316716



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	07:47	08:22	17:19	17:54	8 h 57	08:22–09:12 · 16:29–17:19
Sun 22 Nov	07:48	08:23	17:18	17:53	8 h 55	08:23–09:14 · 16:28–17:18
Mon 23 Nov	07:50	08:25	17:17	17:53	8 h 52	08:25–09:16 · 16:26–17:17

Nearby aerodromes

Aerodrome	Type	Distance	Elevation
Avranches Heliport	Heliport	18 km NW	11 m
Le Val St Père	Aerodrome	19 km NW	8 m

Description

The Pont des Biards is an engineering structure in the Manche department that links Les Biards, an associated commune of Isigny-le-Buat, and Saint-Martin-de-Landelles. It consists of two parts: the large bridge spans the Sélune and the small bridge spans the Yvrande, near their confluence. It was built in 1930-1931 to replace the bridge that was submerged when the Vezins dam was created, and which was much appreciated by salmon fishermen[1]. On 17 and 18 July 1944, Allied aircraft made three attempts to destroy it; it was not rebuilt until 1953[2].

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

https://www.drone-spot.tech/en/fiche-spot.aspx?id=316716

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=48.57345&lon=-1.18142
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.