drone-spot

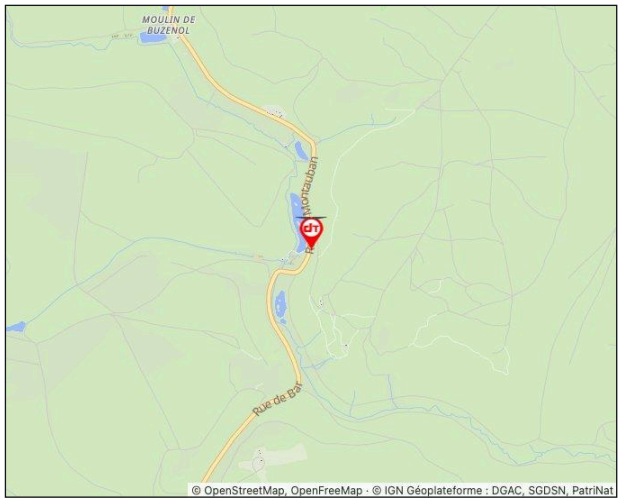
FLIGHT CARD

Generated on 21 November 2026

Montauban buzenol

Heritage · Belgium

GPS coordinates	49.63203, 5.59260
Elevation	292 m
Maximum height	120 m max
Access	Direct access by car
Nearest aerodrome	Longuyon Villette Airfield (LFGS) 16 km S · spot 58 m lower
Spot reference	298242



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	07:23	07:59	16:48	17:24	8 h 49	07:59–08:51 · 15:56–16:48
Sun 22 Nov	07:24	08:00	16:47	17:23	8 h 47	08:00–08:52 · 15:55–16:47
Mon 23 Nov	07:26	08:02	16:46	17:23	8 h 44	08:02–08:54 · 15:54–16:46

Nearby aerodromes

Aerodrome	Type	Distance	Elevation
Longuyon Villette Airfield	Aerodrome	16 km S	350 m
Etablissement Public Heliport	Heliport	18 km SE	267 m
Arlon-Sterpenich ULM Airfield	Aerodrome	21 km E	347 m
Marville Montmédy Airfield	Aerodrome	24 km SW	277 m

Description

The prestigious site of Montauban in Buzenol, a major archaeological site in the Gaumas, classified as a "Major Heritage Site of Wallonia", bears witness to three successive periods of occupation of the site (Iron Age, Gallo-Roman period and Middle Ages) and preserves many traces that are still visible today. This place of refuge, surrounded by Iron Age ramparts (La Tène -450 to -25), presents, at the southern tip of the rocky spur, the ruins of a dungeon from the early Middle Ages, a castle that legend attributes to the Four Sons of Aymon. It appears that the rampart of the centre also dates from the time of the dungeon. At present, the earthen levees, ditches, dam walls and the famous keep are still clearly visible to the walker. In 1958, in the rampart was discovered a beautiful set of a dozen carved stones, fragments of dismantled funerary monuments. Among these is the famous …

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

https://www.drone-spot.tech/en/fiche-spot.aspx?id=298242

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

This country applies the European drone rules (open category); it may add its own zones and conditions.

- 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.

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=49.63203&lon=5.5926
Drone pilot library : https://www.drone-spot.tech/en/bibliotheque

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.