drone-spot

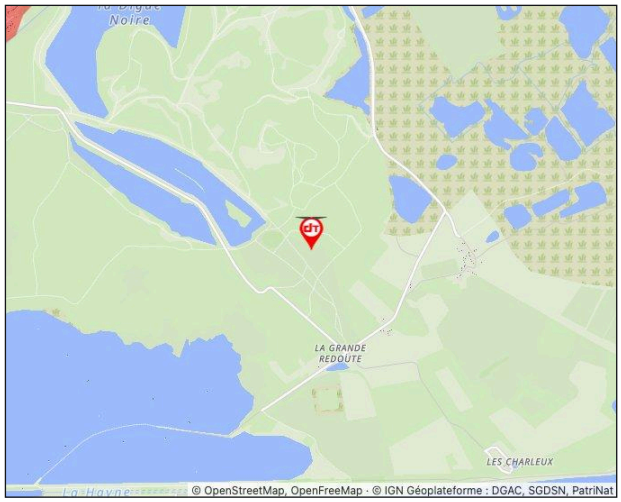
# FLIGHT CARD

Generated on 24 November 2026

# Chabaud-Latour Pond

Water · Nord

| | |
|---|---|
| **GPS coordinates** | 50.45690, 3.62045 |
| **Elevation** | 18 m |
| **Maximum height** | 120 m max |
| **Access** | Direct access by car |
| **Nearest aerodrome** | Tournai/Maubray Glider Field (EBTY)<br>12 km NW · spot 32 m lower |
| **Spot reference** | 298756 |




Spot location and restrictions (Drone-Spot map image)

## Sun (local times, UTC+01:00)

| Day | Dawn | Sunrise | Sunset | Dusk | Day length | Golden hour |
|---|---|---|---|---|---|---|
| **Tue 24 Nov** | 07:37 | 08:14 | 16:50 | 17:27 | 8 h 36 | 08:14–09:09 · 15:56–16:50 |
| **Wed 25 Nov** | 07:39 | 08:16 | 16:49 | 17:26 | 8 h 33 | 08:16–09:10 · 15:55–16:49 |
| **Thu 26 Nov** | 07:40 | 08:17 | 16:48 | 17:26 | 8 h 31 | 08:17–09:12 · 15:53–16:48 |

## Nearby aerodromes

| Aerodrome | Type | Distance | Elevation |
|---|---|---|---|
| Tournai/Maubray Glider Field | Aerodrome | 12 km NW | 49 m |
| Saint-Ghislain Airfield | Aerodrome | 14 km E | 23 m |
| Baudour Heliport | Heliport | 16 km E | 30 m |
| Valenciennes-Denain Airfield | Airport | 18 km SW | 50 m |

## Description

The Chabaud-Latour pond is a mining subsidence lake north-east of Condé-sur-Escaut, less than four kilometres from the Belgian border, in the north-east of the Hauts-de-France region, in the PNR (Scarpe-Escaut Regional Nature Park). It is part of a complex of semi-natural environments of about 250 hectares where the "marshes of La Canarderie and Chabaud-Latour pond" constitute a set of about 150 hectares of wetlands, in the upper part of the Scheldt basin. Adjacent environments are tree plantations (poplar groves), woods, lawns, wastelands, and mine slag heaps. The site has been reclassified with the support of the ETH and NRP and the General Council (Sensitive Natural Area). The site is not a nature reserve, but has been inventoried and classified for its richness and ecological interest (IBA, ENS, ZNIEFF). As such, it is one of the important heritage elements of the NRP and of the …

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

https://www.drone-spot.tech/en/fiche-spot.aspx?id=298756

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=50.4569&lon=3.62045
**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.