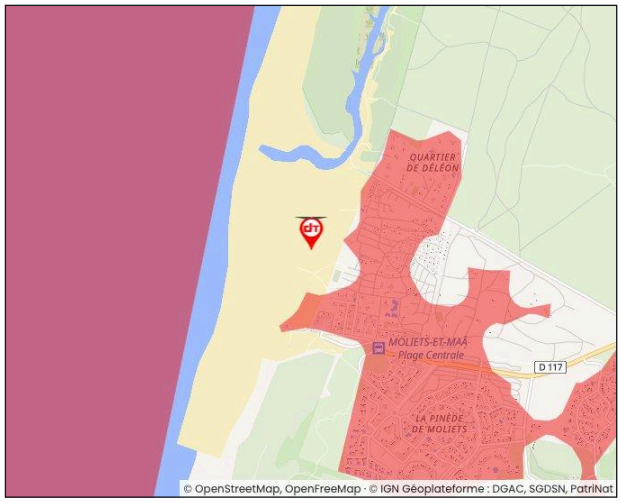
The Huchet Current

Water · Landes

GPS coordinates	43.85510, -1.39050
Elevation	10 m
Maximum height	120 m max
Access	Direct access by car
Nearest aerodrome	Castets Heliport 20 km E · spot 46 m lower
Spot reference	302844



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	07:36	08:08	17:35	18:06	9 h 27	08:08–08:52 · 16:51–17:35
Sun 22 Nov	07:38	08:09	17:34	18:06	9 h 25	08:09–08:54 · 16:50–17:34
Mon 23 Nov	07:39	08:10	17:34	18:05	9 h 23	08:10–08:55 · 16:49–17:34

Nearby aerodromes

Aerodrome	Type	Distance	Elevation
Castets Heliport	Heliport	20 km E	56 m
Tinon Heliport	Heliport	22 km SE	46 m

Description

The mouth of the Huchet current, located in the commune of Moliets-et-Maâ, is an exceptional place where sea and wild nature mingle. Belonging to the family of Landes currents, it is the outlet of the pond of Leon and flows into the Atlantic Ocean. As you go deeper into this wilderness, you will feel as if you are cut off from the world, surrounded by the fauna and flora that inhabit the Huchet current. A boat trip will allow you to discover this beautiful nature reserve in the best possible way. Despite the greyish weather, the landscape was still there. A beautiful sunset helped to rekindle the light in this autumn weather.

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

https://www.drone-spot.tech/en/fiche-spot.aspx?id=302844

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=43.8551&lon=-1.3905
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.