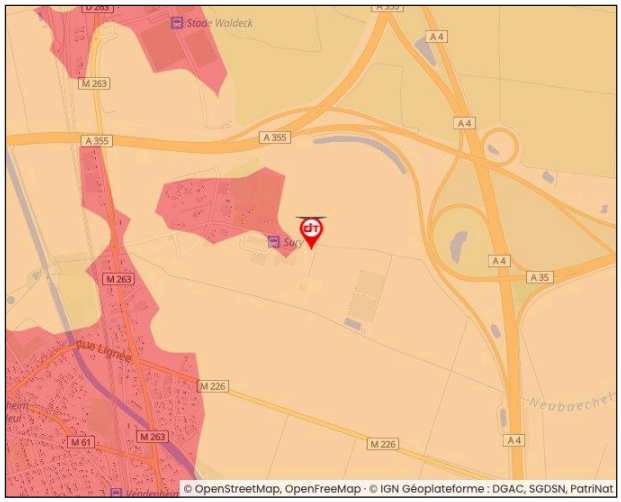
Construction of the A355 (OCG)

Unusual · Bas-Rhin

GPS coordinates	48.67398, 7.72688
Elevation	140 m
Maximum height	50 m max
Access	Direct access by car
Nearest aerodrome	Centre Hospitalier Hautepierre Heliport 9.1 km S · spot 8 m lower
Spot reference	303000



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	07:12	07:47	16:43	17:18	8 h 56	07:47–08:37 · 15:53–16:43
Sun 22 Nov	07:13	07:48	16:42	17:17	8 h 54	07:48–08:39 · 15:52–16:42
Mon 23 Nov	07:14	07:49	16:41	17:17	8 h 52	07:49–08:41 · 15:50–16:41

Nearby aerodromes

Aerodrome	Type	Distance	Elevation
Centre Hospitalier Hautepierre Heliport	Heliport	9.1 km S	148 m
N.H.C Heliport	Heliport	11 km S	165 m
Strasbourg Neuhof Airfield	Aerodrome	14 km S	139 m
Centre Hospitalier Heliport	Heliport	14 km N	162 m

Description

A point of view to follow the progress of the construction of the A355 or GCO (Grand Contournement Ouest) of Strasbourg. At this point, several works are linked together over a few hundred metres. The new interchange connecting to the A4, the viaduct crossing the Marne-Rhine canal and the Strasbourg-Paris high-speed line, and then the underground bunker near the houses.

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

https://www.drone-spot.tech/en/fiche-spot.aspx?id=303000

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=48.67398&lon=7.72688
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.