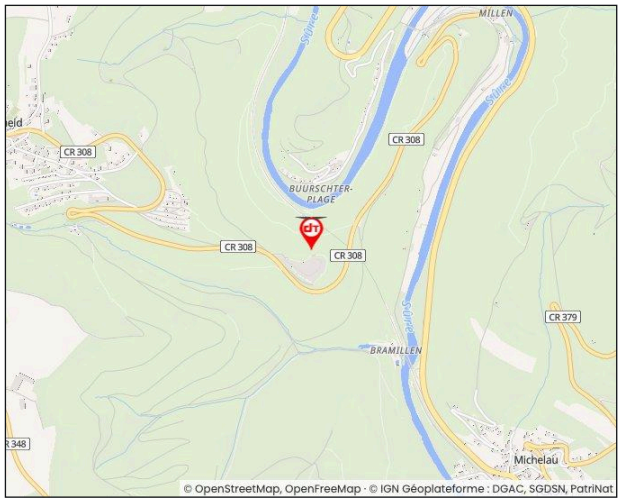
Château de Bourscheid

Heritage · Luxembourg

GPS coordinates	49.90617, 6.07958
Elevation	321 m
Maximum height	120 m max
Access	Direct access by car
Nearest aerodrome	Ettelbruck heliport 5.9 km S · spot 118 m higher
Spot reference	305145



Spot location and restrictions (Drone-Spot map image)

Sun (local times, UTC+01:00)

Day	Dawn	Sunrise	Sunset	Dusk	Day length	Golden hour
Mon 23 Nov	07:24	08:01	16:43	17:20	8 h 42	08:01–08:54 · 15:50–16:43
Tue 24 Nov	07:26	08:02	16:43	17:19	8 h 40	08:02–08:56 · 15:49–16:43
Wed 25 Nov	07:27	08:04	16:42	17:18	8 h 38	08:04–08:57 · 15:48–16:42

Nearby aerodromes

Aerodrome	Type	Distance	Elevation
Ettelbruck heliport	Heliport	5.9 km S	203 m
Noertrange Airfield	Aerodrome	14 km NW	464 m
Useldange Glider Field	Aerodrome	17 km SW	283 m
Utscheid Segelflugplatz	Aerodrome	21 km NE	424 m

Description

A fairytale castle... Bourscheid Castle is a Luxembourg fortress located in Bourscheid, in the north of the country. The castle is built a few hundred meters east of the village of Bourscheid (Canton of Diekirch) on a rocky promontory that overlooks the Sûre by 150 meters. Triangular in shape, it is accessible from only one side, the northwest. History Around the year 1000, a wooden fort was transformed into a stone fortress (excavations have uncovered Roman, Merovingian, Carolingian and Ottonian structures). Of this first stone construction, only the keep and the curtain wall surrounding the upper castle remain. The reinforcement with 8 towers and baileys of the outer wall was completed in 1384. That same year, the Stolzembourg house was built to improve the lord's comfort. This residence was later raised to reach 10 meters (4 floors),. Winter in Luxembourg/ Hiking Luxembourg ...

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

https://www.drone-spot.tech/en/fiche-spot.aspx?id=305145

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=49.90617&lon=6.07958
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.