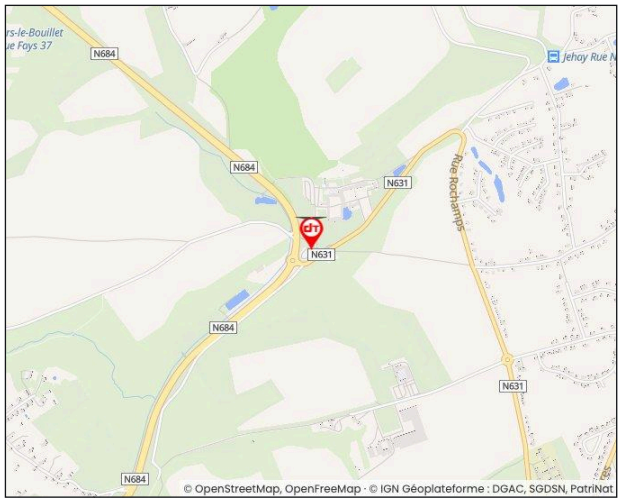
# Amay

Heritage · Belgium

| | |
|---|---|
| **GPS coordinates** | 50.56973, 5.29426 |
| **Elevation** | 129 m |
| **Maximum height** | 120 m max |
| **Access** | Direct access by car |
| **Nearest aerodrome** | Liège Airport (EBLG)<br>13 km NE · spot 72 m lower |
| **Spot reference** | 307448 |




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** | 07:27 | 08:03 | 16:46 | 17:23 | 8 h 42 | 08:03–08:57 · 15:52–16:46 |
| **Sun 22 Nov** | 07:28 | 08:05 | 16:45 | 17:22 | 8 h 40 | 08:05–08:59 · 15:51–16:45 |
| **Mon 23 Nov** | 07:29 | 08:06 | 16:44 | 17:21 | 8 h 37 | 08:06–09:01 · 15:50–16:44 |

## Nearby aerodromes

| Aerodrome | Type | Distance | Elevation |
|---|---|---|---|
| Liège Airport | Airport | 13 km NE | 201 m |
| Grâce-Hollogne Agusta Heliport | Heliport | 14 km NE | 180 m |
| Montegnee / CHC Heliport | Heliport | 19 km NE | 174 m |
| Sart Tilman heliport | Heliport | 19 km E | 235 m |

## Description

The former Paix-Dieu Abbey, whose founding was part of the mystical movement that marked the Diocese of Liège in the late 12th and early 13th centuries. A remarkable group of 17th- and 18th-century buildings, built of red-washed brick and limestone in a green valley. It now houses the Heritage Trades Training Centre, which ensures the preservation, transmission and improvement of skills in the heritage trades. Its aim is, on the one hand, to prevent valuable skills from becoming scarce and, on the other hand, to meet the needs of companies specializing in heritage restoration, which face a lack of interest in these specific trades as well as a shortage of qualified labor in this sector of the construction industry.

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

https://www.drone-spot.tech/en/fiche-spot.aspx?id=307448

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=50.56973&lon=5.29426
**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.