drone-spot

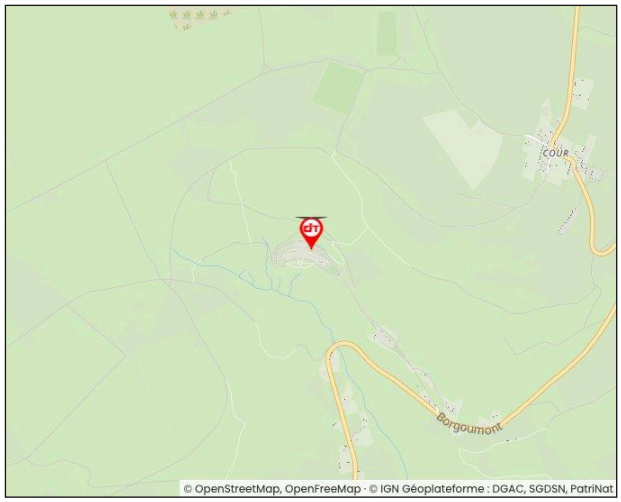
# FLIGHT CARD

Generated on 21 November 2026

# Sanatorium du Basil Lierneux Belgium

Heritage · Belgium

| | |
|---|---|
| **GPS coordinates** | 50.43190, 5.85761 |
| **Elevation** | 446 m |
| **Maximum height** | 120 m max |
| **Access** | Direct access by car |
| **Nearest aerodrome** | Spa (la Sauvenière) Airfield (EBSP)<br>6.8 km NE · spot 36 m lower |
| **Spot reference** | 313501 |




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** | 07:24 | 08:00 | 16:44 | 17:21 | 8 h 43 | 08:00–08:54 · 15:51–16:44 |
| **Sun 22 Nov** | 07:25 | 08:02 | 16:43 | 17:20 | 8 h 41 | 08:02–08:56 · 15:49–16:43 |
| **Mon 23 Nov** | 07:27 | 08:04 | 16:42 | 17:19 | 8 h 38 | 08:04–08:58 · 15:48–16:42 |

## Nearby aerodromes

| Aerodrome | Type | Distance | Elevation |
|---|---|---|---|
| Spa (la Sauvenière) Airfield | Aerodrome | 6.8 km NE | 482 m |
| Francorchamps heliport | Heliport | 7.3 km E | 480 m |
| Theux (Verviers) Airfield | Aerodrome | 13 km N | 335 m |
| Bra heliport | Heliport | 15 km SW | 390 m |

## Description

The Borgoumont sanatorium, also called the Basil sanatorium, is a health facility located in Belgium, in the Walloon Region, in the province of Liège, at Borgoumont in the municipality of Stoumont. The Borgoumont sanatorium is one of the first sanatoriums built in Belgium to fight tuberculosis. Overall, the building combines several architectural styles. These styles reflect the German influence the architect brought back from his trips to Germany, the use of local materials, as well as a few Art Nouveau and neoclassical elements.

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

https://www.drone-spot.tech/en/fiche-spot.aspx?id=313501

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=50.4319&lon=5.85761
**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.