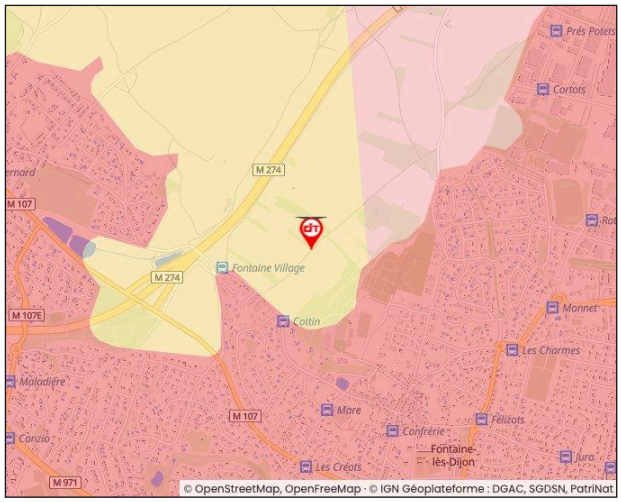
Ahuy (21)

Unusual · Côte-d'Or

GPS coordinates	47.34864, 5.01507
Elevation	306 m
Maximum height	50 m max
Access	On foot < 1,000 m
Nearest aerodrome	Centre Hospitalier Régional Heliport 3.6 km S · spot 68 m higher
Spot reference	314399



Spot location and restrictions (Drone-Spot map image)

Sun (local times, UTC+01:00)

Day	Dawn	Sunrise	Sunset	Dusk	Day length	Golden hour
Tue 24 Nov	07:23	07:57	16:56	17:30	8 h 59	07:57–08:46 · 16:07–16:56
Wed 25 Nov	07:24	07:58	16:55	17:30	8 h 56	07:58–08:48 · 16:06–16:55
Thu 26 Nov	07:25	08:00	16:55	17:29	8 h 54	08:00–08:49 · 16:05–16:55

Nearby aerodromes

Aerodrome	Type	Distance	Elevation
Centre Hospitalier Régional Heliport	Heliport	3.6 km S	238 m
Dijon Darois Airfield	Aerodrome	6.6 km NW	483 m
Dijon-Bourgogne Airport	Airport	11 km SE	221 m
Aérodrome de Nuits-Saint-Georges	Aerodrome	23 km S	243 m

Description

Training For those in Dijon, a spot north of Dijon accessible by car or on foot. Excellent training area, very open and flying is allowed (60 m) Very quiet spot, perfect for improving your maneuvers or for making and checking your drone settings live Avoid Sundays though, as the path is heavily used by hikers. Not much of interest for imagery, but from 30 m you can see the birthplace of St Bernard and the Dijon urban area

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

https://www.drone-spot.tech/en/fiche-spot.aspx?id=314399

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=47.34864&lon=5.01507
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.