drone-spot

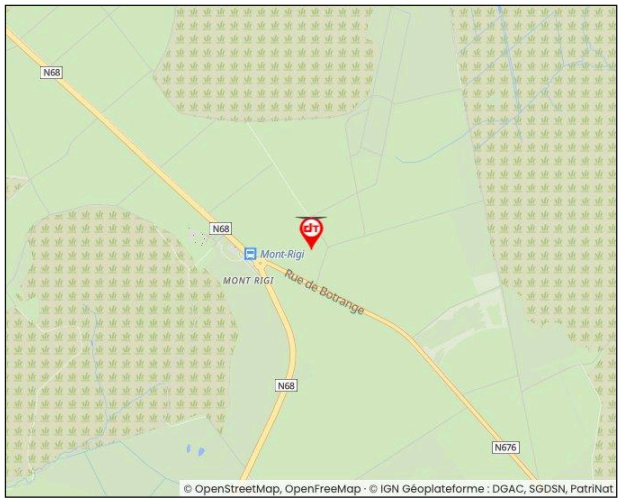
FLIGHT CARD

Generated on 21 November 2026

The Hautes-Fagnes - Mont Rigi

Heritage · Belgium

GPS coordinates	50.51089, 6.08000
Elevation	682 m
Maximum height	120 m max
Access	Direct access by car
Nearest aerodrome	Francorchamps heliport (EBFR) 11 km SW · spot 202 m higher
Spot reference	314464



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	07:23	08:00	16:43	17:20	8 h 43	08:00–08:54 · 15:49–16:43
Sun 22 Nov	07:25	08:01	16:42	17:19	8 h 40	08:01–08:55 · 15:48–16:42
Mon 23 Nov	07:26	08:03	16:41	17:18	8 h 38	08:03–08:57 · 15:47–16:41

Nearby aerodromes

Aerodrome	Type	Distance	Elevation
Francorchamps heliport	Heliport	11 km SW	480 m
Spa (la Sauvenière) Airfield	Aerodrome	12 km W	482 m
Theux (Verviers) Airfield	Aerodrome	17 km W	335 m
Büllingen ULM	Aerodrome	18 km SE	630 m

Description

This is a protected natural site where you need to be particularly careful not to disturb the tranquility of the wild animals. Vast expanses (4,500 ha in Belgium) of peat bogs, heathland and forests with a fairly exceptional flora and fauna linked to the cold, damp climate. The foothills to the north of the plateau are mainly vast conifer plantations: this is the Hertogenwald forest. The peat bogs formed 7,500 years ago, at the end of the last ice age. Peat results from the decomposition of plants, especially sphagnum mosses, in very wet conditions. Its thickness can reach seven meters. Until the middle of the 20th century, peat was a valuable source of heating for the inhabitants of nearby villages. The surface of active peat bogs now amounts to only about a hundred hectares. The Hautes Fagnes plateau is the largest peat bog massif in Belgium. The other major massifs are, from east to …

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

https://www.drone-spot.tech/en/fiche-spot.aspx?id=314464

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=50.51089&lon=6.08
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.